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ARMS LOSSES IN DRIVE REPLACED, SAYS CHURCHILL

British Army Now Has More Guns Than Before Offensive

SAME IN TANKS

Air Ministry Also Has Expanded Its Program Despite Battle

PRAISES WORKERS

1,000 Guns Are Total Losses Of British Since March 21

(Reuter's Agency War Service)

London, April 25.—In the House of Commons today Mr. Winston Churchill, Minister of Munitions, announced that the British had lost 1,000 guns by shell-fire or capture and between 4,000 and 5,000 machine-guns since March 21. All these losses had been replaced and in many cases more than replaced by the end of last week. Today we had more guns of practically every caliber than when the battle began.

The German claim to the capture of nearly double the number of guns he had mentioned was a grotesque exaggeration and untrue, but even if it had been true he believed we would still have been able to say that all our losses of guns had been replaced.

With regard to machine-guns, the Ministry of Munitions had placed at the disposal of the military and air authorities more than twice as many guns as had been lost or destroyed.

Besides meeting all the needs of the great battle with regard to aeroplanes, the Air Ministry had been able to carry out a program of expansion.

Tank Output Accelerated

The output of tanks had been so accelerated that we were able at the present time to replace every tank lost by one of a newer and better pattern as fast as the army could take delivery.

The expenditure of small-arm ammunition last month did not exceed the maximum potential capacity of our factories, without touching our enormous reserves.

The very great wastage of rifles had been very easily and promptly replaced.

Our preparations had contemplated a period of supreme battle intensity this year from the third week of February. As the German offensive opened a month later, we were presently between a week and three weeks to the good on our original calculation, which provided for the army firing during the whole of the fighting season a considerably heavier volume of shells than was expended on the weekly average of the great offensive battles last year and over double the volume of shells expended during the Somme offensive in 1916.

Our calculation also provided for carrying forward into 1916 sufficient reserves to allow the aggregate British total to mount one step higher in 1916 in weight, intensity and power. If the workers continued their loyal support, undoubtedly the supply of munitions would enable us to carry on the battle at the supreme pitch of intensity and with a continually growing power, so far as munitions were concerned, throughout the whole possible fighting portion of 1918 without compromising our requirements for 1919.

Since May last the Ministry of Munitions had released over 100,000 men for the army and continued to release them at the rate of over 1,000 a day.

Tribute To Workers

Paying a tribute to munition-workers, Mr. Winston Churchill said that recently less than one-sixth of one percent of the total time worked had been lost owing to disputes, while this loss had been more than wiped out by the extra time worked during Easter. "Let us end this carping about the attitude of labor regarding the war. We ought to congratulate ourselves on the loyal hearts of the people whose servants we have the honor to be."

Mr. Churchill paid a warm tribute to the work of the 750,000 women employed on munition work, to whom over nine-tenths of the total manufacture of shells was due.

"We are now turning out more aeroplanes per week than in the whole of 1914; more per month than in the whole of 1915; and more per quarter

(Continued on Page 23)

Another Of Shanghai's Offerings To War

Lieut. Cecil Shekury

Second Lieutenant Cecil Shekury, son of Mr. G. I. Shekury of Shanghai, has been "killed in action." The lad, just over 21 years of age, had risen from the ranks and had earned the Military Cross for "conspicuous gallantry while under fire."

He was studying at the Bedford Grammar school when the war broke out and in October, 1914, enlisted in the University and Public school battalion and went to France with his schoolmates.

In the spring of 1915, he was recommended for a commission and after training at Balliol College, Oxford, was given the rank of Second Lieutenant of the Bedfords. He returned to the front and won his war decoration when an officer.

Lieut. Shekury was born in Singapore, February 16, 1897.

FOOD SUPPLY SCANTY, PETROGRAD ASKS HELP

In Meantime German Uhlans Are Raiding Ukraine For Foodstuffs

(Reuter's Agency War Service)

London, April 25.—A Russian wireless official states that a notice addressed to the Councils of Deputies in the Provinces which produce corn says that the food situation in Petrograd is again critical and that only one day's supplies are available. The notice urgently asks for help.

The Uhlans continue to raid the Ukraine for food stuffs. Peasants with machine-guns at Massoerev were surrounded and taken prisoners by three squadrons of Uhlans who compelled them to disarm and then slew them without mercy.

A Russian wireless message states that Germany has been asked for an assurance that the Russian Black Sea Fleet, while obeying the terms of the peace treaty by remaining at Sebastopol, will not be seized or damaged by German submarines, which apparently are about to blockade Sebastopol.

CRUISE OF RAIDER WOLF DESCRIBED BY CAPTAIN

First Object Of Voyage Was Mine-Laying Along Indian Coast

(Reuter's Agency War Service)

London, April 25.—In a speech at Luebeck, Commander Witschewsky, the first officer of the German raider Wolf, gave fresh details of the cruise of the raider. He said the first object of the cruise was mine-laying and many mines were laid near Colombo and along the Indian coast as far as Bombay.

A wireless message was picked up which showed that the English Commandant at Bombay was the first to guess that the danger to traffic on that coast was due to a German mineship. The s.s. Turritella was sent to lay mines off Aden but was blown up by her Commander.

WEIR FOR AIR DIRECTOR?

(Reuter's Agency War Service)

London, April 25.—Sir William Weir is mentioned as successor to Lord Rothermere as Director of the Air force.

Half Million Mark Near In Liberty Loan Campaign; Tomorrow Is Closing Day

Over $100,000 Yesterday Despite Short Day; Expect Figures To Go Well Over $500,000

With only a three-hour working day at the banks Liberty Loan subscriptions for yesterday soared on to beyond the hundred thousand dollar mark. Exact figures for the day, combining the returns from the International Bank, Hongkong and Shanghai Bank, Banque Industrielle and the United States Post Office, were $102,550. The entire local response stood last night at $474,000.

The total in applications received at the International Bank was $73,300, making a grand total for that institution during the drive of $349,850. There was an individual subscription of $25,000 in yesterday's record and the entire amount for the day came from 87 applicants. There were two $5,000 applications, one for $2,500, one for $2,000 and seven for $1,000.

The Hongkong and Shanghai bank received ten applications aggregating $19,200 and the Banque Industrielle seven applications totaling $3,400.

The American Post Office went steadily ahead in its career of daily record breaking by turning in an account for $6,650 worth of the war bonds. Three $1,000 orders were handled by Postmaster Everett in the course of the day. Other subscriptions included thirty-five $50 bonds and nineteen for $100. With the close of yesterday's business the Post Office record showed an even $20,000 for the campaign, coming from 228 applicants. The record reads:—134 $50 bonds, 88 $100 bonds, 3 $500 bonds, 3 $1,000 bonds.

Tomorrow is the last day of the drive here and in consideration of that fact the banks will remain open to receive subscriptions until 5 p.m.

With less than G.$30,000 required to reach the half-million mark, it was predicted yesterday that Shanghai's contribution to the third United States war loan would extend far beyond that figure. A number of sizeable sums are known to be waiting for registry tomorrow morning.

There seems to have been some misunderstanding regarding the issue of index cards by the Liberty Loan Volunteer Committee. Some who filled out the cards, pledging to subscribe, evidently believed that their responsibility ended there and that the Committee would see to the applications and call for the initial payment. This is incorrect and the pledger should call at one of the institutions handling the loan and make his own application. The cards are simply to keep the Committee informed as to the number of pledged subscribers and obviate the necessity of personal solicitations.

In connection with the Liberty Loan drive here it is interesting to note the enthusiasm with which the campaign is going on in Manila. A goal of ten million pesos, or five million gold dollars, was set by the Committee there and last week half of that amount had already been subscribed.

The story of how Pesos 450,000 worth of bonds were subscribed in a single evening was brought to Shanghai by Judge Daniel Williams, an old time resident of the Philippines, who passed through here on the Katori Maru bound for the States yesterday. The big sum was forthcoming at a special Red Cross performance given in Manila by the Frawley Company. It was announced during the performance that an anonymous citizen—who later turned out to be Mr. R. A. MacGrath—had offered to subscribe an amount equal to any total that might be called for by the audience. The crowd responded by taking Pesos $25,000 in the Loan. The Frawley's Red Cross show was a big success for that Society. It was given free of all expense by Mr. Frawley and brought in about Pesos 40,000. Boxes sold for as high as Pesos 1,500 and 1,000, the lowest figure being Pesos 500.

War Savings Stamps had another big day at the Post Office yesterday when orders were received for over $5,500 worth. The popularity of the miniature war bonds is steadily increasing with both foreign and Chinese investors.

Food Situation Forces Drastic Step In Austria

Government Seizes Reserves Of Cereals, Admitting Anxiety Over Consequences

(Reuter's Agency War Service)

Berne, April 25.—An official Note published by the Vienna newspapers shows the gravity of the food difficulties with which Austria is struggling. The Note states that the stocks supplied by the Rumanian harvests are entirely exhausted and wheat from Ukrania cannot be expected before the end of the month. Therefore the Government must seize the reserves of cereals left in the hands of the peasants for their personal consumption.

The end of the Note reveals the anxiety of the Austrian Government about the possible consequence of the measure, which will be badly received by the peasantry. The text says that the Government does not conceal the gravity of the measure but it hopes the farmers will patriotically accept the sacrifices demanded of them.

Safe Conduct Refused For Swiss Food Ships

(Reuter's Agency War Service)

Amsterdam, April 25.—A semi-official communique issued in Berlin states that Germany cannot guarantee safe conduct for vessels carrying grain for Switzerland from America during the next three months because, only after that time, could all the German warships receive instructions. Therefore, if such vessels flying the American flag are sunk, President Wilson will be responsible.

The Weather

Overcast and misty. The maximum temperature yesterday was 58.5 and the minimum 51.8, the figures for the corresponding day last year being 63.8 and 54.8.

Balfour Talks On Position Of Church

Admits Report Member Of Sacred College Took Pledge To Fight Conscription

(Reuter's Agency War Service)

London, April 25.—In the House of Commons today, in reply to a question asked by Mr. J. R. Newman, Mr. A. J. Balfour said that he had seen a report in the press that a member of the Sacred College recently pledged himself to prevent conscription in Ireland, but he could hardly believe that when the Military Service Act was legally applied to Ireland any member of the Sacred College would oppose the law of the land. Doubtless the Vatican was being kept fully informed in this connection.

Dyramid Lynch, the Sinn Fein Food Director, was deported from Ireland yesterday, probably to America.

It is rumored that Lord Wimborne, Lord-Lieutenant of Ireland, is retiring.

Clash In Vladivostok Is Denied By Japan

Report Of Fight Between Landing Patrols And Bolsheviki Is Called Unfounded

Reuter's Pacific Service

Tokio, April 26.—Official: The report that there has been a collision between Japanese patrols and Maximalists at Vladivostok is absolutely unfounded.

U.S. MAILS, IN AND OUT

The registered mail for the United States via the Shinyo Maru will close at the American Post Office at 4 p.m. tomorrow. Parcel post and regular mail will close at 5 p.m.

The mail from the United States, via Canada, is due late this morning and will be distributed to boxes immediately upon arrival.

How's This For A Coat Of Arms?

The Sixty-fifth Regiment, at Camp Meade, Md., have adopted the above cartoon as the official coat of arms of the regiment. Joseph Cunningham, a member of the regiment, is the cartoonist responsible for the new insignia. The boys are wild about it.

OVER 300 RESCUED FROM SUNKEN STEAMER

Three Foreign Officers of Kiangkwan Still Missing And Feared Lost

Captain Charles B. Conley, Second Engineer D. Alexander and Third Engineer G. Kakavas of the China Merchants Navigation company steamer Kiangkwan are believed to have been lost when the Kiangkwan was sunk 10 li from Hankow Thursday night, following a collision with the Chinese gunboat Chintai. Chief Officer Charles Hendrickson, Second Officer C. Asklith and Chief Engineer A. Lang, together with 300 Chinese, were saved, according to telegrams reaching here yesterday.

Dr. J. Walter Lowrie of the Presbyterian Mission here was also saved. A telegram sent by him from Hankow so announced.

No details of the collision have been received by the local offices of the shipping company despite telegrams requesting information which were sent yesterday and last night.

The Hankow Red Cross and other societies have sent tugs and lighters to the scene of the collision.

PORTUGAL'S COLONIES MUST BE GERMAN

So Says Leipsig Professor, Claiming Many Other Parts Of World

(Reuter's Agency War Service)

Zurich, April 25.—Dr. Hans Meyer, Professor of Colonial Geography at Leipzig, has published an important work on the Portuguese Colonial Empire in which he demands, at the conclusion of peace, that Germany should seize the Colonies owned by Portugal in order to build up Germany's African possession.

He says that Germany's greatest Colonial peace-aim must be the construction of a United Central Africa resting on four pillars, Togoland, the Cameroons, East Africa and south-west Africa, stretching from the Atlantic to the Indian Ocean and taking in the intermediate enemy territory: thus forming with the old German Colonies a solid continental block.

How far French West Africa and British territory in East and West Africa should be included would depend on the further course of the war.

Professor Meyer continues that German Central Africa could not exist without a strong chain of naval stations which included St. Thomas, Portuguese Guinea, Madeira and the Azores. These would afford extraordinarily important outposts for controlling the traffic of the world.

The writer foreshadows determined opposition by the Allies and America but concludes that Germany must take by force what she requires for realising her world political aims.

German Law Courts Set Up In Belgium

(Reuter's Agency War Service)

Amsterdam, April 25.—German law-courts have been established in Belgium.

BERLIN TO PUT TROOPS ON HOLLAND FRONTIER

Amsterdam Report Says German Steps Are Creating Sensation In Border Towns

(Reuter's Agency War Service)

Amsterdam, April 25.—The Telegraaf's correspondent on the Dutch-Westphalian frontier states that the Germans are preparing to quarter cavalry at various German points on the frontier between Westphalia and Holland, which, up to the present, has been guarded only by Landsturm troops. These preparations have caused a sensation among the frontier inhabitants. German papers appearing at places near the frontier contain alarming reports about possible complications with Holland.

Stockholm, April 25.—Telegrams are being published every day from Germany about the strained relations between Germany and Holland. Again Germany gives warning of her future action by her agents attributing all sorts of intentions to the Allies with regard to Holland.

The Hague, April 25.—In the First Chamber today the Minister for Foreign Affairs, speaking on the sand and gravel question, declared that he could not and must not conceal from the Chamber that the question is a very serious one. He could not at present say more.

London, April 25.—It is still unknown in London whether the transit of sand and gravel is the chief question in dispute between Holland and Germany.

Speaking in the First Chamber today Jonkheer London, the Minister for Foreign Affairs, intimated that there were also difficulties with Germany with regard to exports from Holland to Germany.

Referring to the shipping question the Minister for Foreign Affairs said that England had given a written pledge that the ships which had left or would leave the East Indies after March 22 would not be seized.

GERMAN SYMPATHISER IS HUNGARIAN PREMIER

Count Izyerenye, Advocate Of Mittel-Europa, Made Head Of Cabinet

(Reuter's Agency War Service)

Zurich, April 25.—Count Joseph Izyerenye has been appointed Hungarian Premier. It is stated that he is extremely friendly to Germany, closely connected with the Deutsche Bank and advocates the Mittel-Europa policy. He will probably meet with determined opposition from Count Karolyi and the Socialist Parties in Hungary.

GERMANS STRIKE FOR AMIENS AND CHANNEL AT ONCE

Drive For Former Meets Serious Reverse With Big Losses

LOSE FIRST GAINS

Practically Wiped Out By British Guns At Villers-Bretonneux

FRENCH RALLY, TOO

Menace Is Averted At Mount Kemmel After Fierce Fighting

(Reuter's Agency War Service)

London, April 26, 7.45 a.m.—The progress of the battle shows that the Germans are continuing their plan of striking in two directions simultaneously, their immediate objectives being the Channel and Amiens.

They have received a severe repulse in the southern area, thanks to the magnificent counter-attack carried out by the Australians, who were supported by English regiments, including the Berkshires, Northamptons, Durhams and Yorkshires.

It was English regiments, many of whom were young troops recently arrived from England, that gallantly held Villers against an inferno of gas-shelling until they were overwhelmed by an assault delivered by five divisions of infantry.

Grim Fighting At Villers

The Germans seized and established a permanent hold on the village, which they packed with machine-guns. Hence it was necessary that the counter-attack should be a surprise and accordingly it was decided to make a night-attack with bombs, bayonets and machine-guns without any artillery preparation. It took hours of the grimmest fighting, all the more gruesome because the guns were temporarily silent as the combatants were inextricably mixed, before the Germans were finally driven out and the important position dominating Amiens restored to British hands. The enemy will probably return to the assault of Villers on this account but he is here in a sharp awkward salient, formed by the confluence of the Somme and the Avre, which is at present nothing but a slaughter-house for him.

Hangard is almost equally important but it has changed hands so often that the enemy's hold may be considered to be precarious.

It is possible, however, that a really big offensive may develop south of Ypres and the mention of heavy fighting northeast of Bailleul may indicate such a development.

The position at Kemmel, where the French hold the critical positions, is not so satisfactory. The mention of Vierstraat seems to suggest that our withdrawal included a retirement from the last positions on Messines Ridge, near Wytschaete.

Drive On Smaller Scale

London, April 25.—The resumption of the German offensive is on a much smaller scale than previously. The enemy objectives yesterday were obviously limited, possibly owing to the slaughter attendant on headlong rushes, but the enemy has huge forces in the neighborhood and, if a local thrust like that at Villers-Bretonneux succeeds, the advantage will undoubtedly be pushed to the utmost as in the case of Armentieres.

There were two chief thrusts yesterday, one against Kemmel, which was repulsed, and the other against Villers and Hangard, where the Germans were evidently anxious to wipe out a local salient and take the remainder of the high ground on both sides of the Amiens Road

Lend Our Boys "Over There" A Hand! Buy Liberty Bonds Now!

Nearly Half A Million Liberty Bonds Sold. Beat the Mark!

before attempting another general advance.

The other thrusts were probably diversions.

Correspondents mention that no British tanks have been fighting for two or three weeks.

Heavy Attack In Flanders

Field Marshal Sir Douglas Haig reports this evening:

The Franco-British positions from northward of Bailleul to eastward of Wytschaete have been heavily attacked and the whole day long fighting has been raging with great severity on the whole of this front, but particularly in the neighborhood of Dranoutre, Kemmel and Vierstraat. In the course of repeated attacks and counter-attacks the Allies were compelled to withdraw from the positions they held this morning. The fighting continues.

South of the Somme, successful counter-attacks by Australian and English troops last night regained our positions in and around Villers-Bretonneux and advanced our line within a short distance of our former front. We took over 600 prisoners. The village is now in our hands.

The enemy employed at least four divisions in his attack on the front. Prisoners stated that the objectives included Cachy village and the Cachy-Fouilloy Road. These objectives were not reached anywhere. The numbers of dead found in the positions we have recaptured show that the enemy's losses were very heavy.

Aviation.—Despite the mist yesterday our aviators attacked the enemy troops in the neighborhood of Villers-Bretonneux from a low height.

We brought down three enemy machines. Two of our machines are missing.

Our night-flying machines dropped 5½ tons of bombs on Estaires, Armentieres and Roulers and also on the railway stations at Courtral and Thourout. All our machines returned.

British Line Re-established

Reuter's correspondent at British headquarters reports this evening:

The success at Villers-Bretonneux, which began with a splendid counter-attack yesterday evening, has been a great performance. It cost the Germans terribly dear to get a footing in the village but it will be scarcely less expensive if they have been cleared out, as seems likely. We have doubtless re-established our line east of that place.

The German tanks have not particularly distinguished themselves, the whole five concentrating on a single British "female." On the arrival of a male tank they quickly made off.

It was two of our light tanks of a small mobile pattern which did such fearful execution among a fresh division of the enemy troops which had not entered the battle since arriving from the Russian front. These tanks charged the massed troops again and again, looking, on their return, as if they had been wallowing in a vast shambles.

An unconfirmed report states that the Germans this morning reached the crest of Mount Kemmel but later reports indicate that it is improbable that the Allies have lost any of the high ground.

During the last two nights the enemy attacked the French around Dranoutre with a strength of six battalions. They gained a temporary advantage but were driven back by counter-attacks.

This morning a much heavier assault was delivered by four to six divisions over a front of seven miles on the line Meteren-Bailleul-Wytschaete. The Alpini Corps, the 11th Bavarians and the 117th division, consisting of mountain troops being engaged with Jager regiments in support, while an entirely fresh division, the 56th, was identified. The attack overlapped on our front on to the right flank of the French.

French Regain Losses

Disconnected reports indicate that the bull-rush tactics of the enemy masses carried them through the defensive lines in places and possibly some parties of German troops progressed towards the crest of Mount Kemmel, but I am told this afternoon that the French hold both Kemmel village and Kemmel Hill and so it would seem that the danger to this important strategic key-position has been averted.

The Germans appreciate the importance of Kemmel so fully that bitter and prolonged fighting in this zone is anticipated.

The latest report from Villers-Bretonneux is that the Germans are believed to be practically all mopped-up there. I expect we shall fully hold it by sunset. Thus the enemy has suffered another defeat which ranks only second to the tremendous repulses he encountered in Flanders on the 19th and, on a smaller scale, is reminiscent of his reverse at Arras.

Reuter's correspondent at British headquarters reported earlier:

There was heavy and continuous fighting yesterday in the region of Mount Kemmel and Meteren and on both sides of the Amiens-St. Quentin Road, while the fighting which went on around Villers-Bretonneux throughout the night is still in progress.

From the direction of Hangard the Germans got a footing in the Bois d'Aquenne, the most easterly of the little chain of woods skirting the Amiens road west of Bretonneux. We counter-attacked and drove the enemy back to the fringe of the wood.

The latest news this morning is distinctly encouraging. We have retaken gr[illegible] several places and the ge[illegible] is distinctly improv[illegible]

In the [illegible] at Bretonneux tanks were used by both sides. Ours did well supporting our infantry while two got among the Germans and did great execution.

The enemy launched a very heavy attack against the French in the region of Drancutre yesterday evening, penetrating a section of the French front line. The French promptly counter-attacked and restored the position.

At 2 o'clock this morning an intense gas-barrage was opened against the French front in Flanders and also against some of our troops acting with them. About two hours later deep waves of infantry delivered an assault. Fighting is still in progress. The enemy was beaten off in various minor attacks.

Mass Tactics Abandoned

Paris, April 25.—The German offensive was resumed yesterday with the same violence as before. The enemy abandoned his tactics of attacking in dense masses, which caused him enormous losses.

He has concentrated a considerable amount of material, notably tanks and light guns, on a front of about 15 kilometers between Hailles and Corbie.

In the first day of the third phase of his offensive, the only success scored by the enemy is the capture of Villers-Bretonneux and Hangard after sustaining heavy losses. The battle still rages furiously and the Germans will have great difficulty in proceeding further.

The official communique issued this evening reported:

There has been great reciprocal artillerying in the region of Hangard and on both sides of the Avre, but no infantry action.

In Woevre, after a furious bombardment, the Germans attacked in the sector of Regnieville and gained a footing in our advanced lines. They were promptly attacked and our lines restored. We took some prisoners.

There has been an artillrey duel on the right of the Meuse and in Vosges.

Seven German aeroplanes and a captive balloon were felled on the 22nd and 23rd and ten other aeroplanes driven down much damaged in the enemy lines after fights.

Motono's Resignation Regretted In Paris

(Reuter's Agency War Service)

Paris, April 25.—The French papers press deep regret at Baron Motono's resignation on account of his health. They recall that he brought the two countries nearer by preparing with M. Pichon, then French Minister of Foreign Affairs, the Franco-Japanese Agreement of 1907.

Le Temps writes: "Owing to the great confidence he inspired, Baron Motono served his country in a way which cannot be overrated. France must also show him gratefulness for his policy of conciliation towards Russia, as Germany's action might have been still more dangerous since the events at Agadir up till her agression in 1914 had there been possibilities of war between Russia and Japan."

Concerning Baron Goto, the French press recalls his great experience in administration matters and points out that he knows Russia thoroughly and as such he is particularly qualified to undertake a fruitful policy.

Holland Report Confirms Zeebrugge Raid's Success

Mole Completely Separated From Shore; Break Is Visible From Dutch Side Of Frontier

(Reuter's Agency War Service)

London, April 25.—A high naval source informs Reuter's Agency that the latest reports show that the operations at Zeebrugge were completely successful.

There is much amusement concerning the German official communique issued last night camouflaging the enterprises at Zeebrugge and Ostend, although it was fully expected that the enemy would minimise them and claim he sank the ships we sank. What the communique does not explain is how it was possible to make a landing on Zeebrugge mole in the teeth of mines and fortifications and take our ships out again when their work had been accomplished. It is taken for granted that the unpleasant facts will be kept from the German people as long as possible.

A German official communique reports:

Our naval warfare operations from the Flanders coast have not been disturbed by the British attacks on Ostend and Zeebrugge on the 23rd.

Amsterdam, April 25.—The frontier correspondent of the Telegraaf states that Zeebrugge mole has been entirely separated from the shore and confirms that the exploding submarine made a breach at least 25 meters wide. The opening is clearly visible from Cadzand, on the Dutch side of the frontier, and divides the pier into two parts. The breach is near the coast, proving that the English submarine, despite nets and other devices, penetrated far into the harbor. On the shore side of the harbor lies the wreck of a two-funnelled torpedo-boat.

Many German wounded have been sent to Bruges and the German losses were undoubtedly great. The entire garrison was called up during the night by sirens and the ringing of bells.

The frightened inhabitants fled to Ramscapelle and Bruges. The raid has created a great sensation, people scarcely believing that a landing has occurred. The Telegraaf's correspondent emphasises the moral significance of the affair.

According to a telegram from Berlin, the Kaiser visited Zeebrugge on the 23rd and inspected the scene of the naval operations. He gathered an account of the fight from a captured British Captain of Marines, who said that the attack had been prepared and started on four occasions but abandoned owing to the vigilance of the German outpost boats.

The papers continue to print full accounts of the magnificent work done in the enterprises against Zeebrugge and Ostend.

The Captain of H.M.S. Vindictive states that before starting, the admiral in Command of the Dover Patrol signalled "St. George for England." Vindictive replied: "May we give the dragon's tail a damned good twist."

Captain Carpenter adds that before the operation every man was informed fully as to the great risk he would run but not a single one backed out. "In one ship a certain number of men were ordered to be left out but, in an almost mutinous spirit, they came before the Captain and refused to be left, so they were eventually taken on board one of the block-ships.

All the ships started off at great speed with a wide smoke screen laid by the craft ahead.

Meanwhile a heavy bombardment was being carried out by monitors.

Emerging from the smoke screen the mole of Zeebrugge could be seen a hundred yards away. We got alongside the mole and made efforts to grapple it. Daffodil, which was following close astern, came up and, in a very gallant manner, placed her bow against the Vindictive and pushed the latter sideways against the mole. Iris also got alongside 200 yards ahead of us.

There was a heavy swell, the ships were rolling and our men had to climb along the prows, which was a very perilous task, especially as the end of these prows were one moment ten feet above the wall and the next moment crashing on to the wall itself. The way the men got ashore was almost superhuman. It was not only a case of barefoot seamen running along the deck but of men carrying heavy accoutrements bombs, Lewis guns and other things along a very narrow and exceedingly unsteady plank. They went along, too, at the top of their speed, some three to four hundred men. They were across in a few minutes on to the mole and immediately had to fight their way along the mole under cover of our barrages. We were close against the wall, only our upper part, funnel, masts, etc., showing. The enemy guns concentrated on these targets and many of our casualties were caused by splinters from our upper works.

Twenty-five minutes after we were alongside the mole the block-ships were seen rounding the light-house, heading for the entrance of the canal and we knew the work of covering their entrance had been accomplished.

Fifteen minutes later there was a tremendous explosion at the shore-end of the mole and we knew our submarine had got in between the piles and the viaduct connecting the mole and shore and knew that the crew of the submarine had blown up the submarine, cutting off the mole from the shore. The crew got away in a small motor skiff but the propellor had been lost and the skiff had to be paddled against a heavy tide under machine-gun fire from a range of only a few feet.

A large number of Germans were on the viaduct a few feet above the submarine firing machine-guns. Everyone of these Germans went up with this viaduct. The cheer that went up from our men when they saw the terrific explosion was one of the finest things I have ever heard.

The only question the wounded men asked was "Have we won?" as if it had been a football-match. One poor fellow who was lying on the deck with one arm shot off waved the other as I passed, saying "The very best luck to you, Sir."

The leading block-ship ran aground close to the entrance of the Canal on the edge of the Channel and was sunk as far as possible across the Channel. She signalled to the other two, which went past her straight through the entrance of the Canal and inside the short line.

Rather over an hour after Vindictive got alongside the situation was this. The block-ships had passed in and had got to the end of their run. They could do no more. The viaduct had been blown up and the mole stormed. It would only have meant useless sacrifices of life for the boarding party to remain longer on the mole, so signals to withdraw were given and all that could get away got away.

Every man and every officer behaved so splendidly that even now, when it is all over, the whole thing seems like a dream.

SPANISH BANKS TO HELP FRANCE AND AMERICA

Consortium With £2,000,000 Capital Signs Agreement With Allied Nations

(Reuter's Agency War Service)

Madrid, April 25.—An agreement for a consortium of Spanish banks, representing a capital of £2,000,000 sterling and including banking firms in Madrid, Bilboa and Barcelona, has been signed with France and the United States.

ITALIAN SEAPLANES BOMB ENEMY SHIPS

Squadron Hits Torpedo-Boat Near Pola And Others In Fahana Canal

(Reuter's Agency War Service)

Rome, April 25.—An official communique reports that one of our seaplane squadrons on the 22nd scored two direct hits against an enemy torpedo-boat in the neighborhood of Pola. The squadron also heavily bombed an enemy warship and torpedoed boats in Fahana Canal.

KUHLMANN IS ACCUSED

(Reuter's Agency War Service)

Amsterdam, April 25.—The Pan-German Deutsche Zeitung is being prosecuted for an article accusing Baron von Kuhlmann, the Minister for Foreign Affairs, of immorality.

The Vorwaerts asserts that the allegations are intended to influence the Kaiserin against Baron von Kuehlmann.

Lung Chi-Kwang Defeat Is Confirmed In Canton

Southern Official Bureau Says Constitutionalist Troops Are Rushing Northward

(Canton Intelligence Bureau)

Canton, April 22.—The recapture of Kaochow from Lung Chi-kwang by the Cantonese April 18 has been confirmed.

Canton authorities deny that Nan-yung has been entered by Northern forces. Canton troops have been pouring northwards for the last few days, and telegraphic communications between Nan-yung and Canton have been somewhat interrupted since April 18.

French Bring Down German Air Raider

(Reuter's Agency War Service)

Paris, April 25.—Official: A raiding aeroplane was brought down by our gun-fire at Noqentlartaud and captured.

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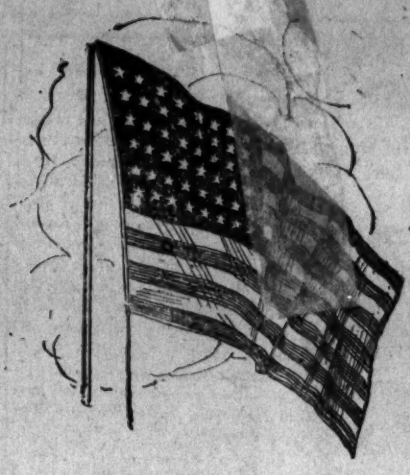

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THE THIRD LIBERTY LOAN TRADE-MARK

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Tomorrow is the Last Day to Buy United States War Bonds

'TANK WEEK' WILL OPEN HERE ON WEDNESDAY

Realistic Battle Car To Go Over The Top For China And Japan War Savings

A "Tank Week," one of those effective and spectacular campaigns which have evoked such hearty financial responses in England and America, will be inaugurated in Shanghai May 1. A life-sized and highly efficient looking tank will ply daily upon the local thoroughfares —over a route to be announced later—to inspire citizens to invest in the China and Japan War Savings Association and boom the forthcoming May subscription list therein.

The big fac-simile of the British landgoing battle cruisers is rapidly nearing completion at the Arts and Crafts factory. It was designed by Mr. R. E. Stewardson and is being mounted upon a Buick chassis furnished by Messrs. Honigsberg and Co., who are also defraying its operating expenses. The tank is 26 feet six inches long, by 10 feet 3 inches in height, with a width of 12 feet 4 inches. It is painted the regulation battle-ship gray and looks invincible. The first trip will be made from the Arts and Crafts factory, starting at 6.45 a.m. on Wednesday. The tank is expected to develop a speed of about 2½ miles per hour.

The tank week campaign has been organised by Mr. W. L. Gerrard. It is planned to have some central agency where subscriptions may be enrolled. This may possibly be located at the Shanghai Club. Those in charge emphasize the desirability of enlisting a large number of regular monthly subscriptions which will enable the Association to carry on with a well sustained effort.

The sum of $11,400 has already been collected from a number of local firms as a beginning to the drive and names of these firms will appear in advertisements on the tank. These amounts, less a deduction of 5 percent for expenses, will be invested in the Association in the names of the advertisers.

Grand Fete Trianon

The ladies of the Belgian and French War Relief Fund committees, who are devoting their time and work in preparing for the Grand Fete Trianon to be held May 3 and 4, are to be complimented on the excellent progress they have made to date. The large and commodious pavilion is practically finished and work is now being carried on in the decoration and furnishing of the various stalls, tea rooms and the many other departments which will operate during the two days of activities and enjoyments for the purpose of raising funds for our boys "Over There."

The fete will open at three o'clock each day and there will be on sale a large variety of articles for the home, for father, mother and children, articles that can hardly be equaled in any stores. There will be vases, old embroideries, laces, silks, Tonkinese gold inlaid, carved woods, porcelains, lacquer, brocades, hand-painted silk lamp shades, a beautiful blackwood dresser said to be only one of its kind in Shanghai and presented to the committee by Mrs. Liddell.

There are many other things too numerous to mention.

There will be also a military department in charge of Mesdames Gulland, Meyer and Racine. Here will be found a wide variety of hats. There will be blouses as well and numerous articles necessary to the lady of fashion, all of which have been imported from the well known Paris House of Jeanne Lavin—this in spite of the "subs" which were unable to intercept the shipment on its way through the Mediterranean.

After the ladies have had time to visit the many stalls will come the "Tea Dansant" at 5 p.m. and many surprises are promised in connection with this event. A charming galaxy of ladies will serve and, of course, there will be dancing.

The Cabaret and Supper Dance commence at nine each night and this event will be the feature number of the fete. A large and excellent floor for dancing has been provided and the vaudeville numbers will consist of talent furnished by "Shanghai's Best."

Friday and Saturday of this week are the two big days and everyone is urged to join with the ladies who are working so hard to make the affair the large success that their efforts deserve.

Tribute To Life Work Of The Rev. James Jackson, D. D.

By Bishop L. H. Roots

Letters have just reached Shanghai, confirming telegrams of last Wednesday, saying that the Rev. James Jackson, D.D., died at Kiukiang on Monday, April 22. Up to Sunday Dr. Jackson had been in his usual vigorous health. Sunday afternoon he suffered from earache, which passed away but was succeeded at night by fever, violent headache and unconsciousness. The physician could not be reached till day-break, and then it proved impossible to arrest the progress of the disease. The patient regained consciousness for a few moments toward the close of the day, but died at 10.45 the same night. The Rev. S. H. Littell, who was passing through Kiukiang at the time, remained with Mrs. Jackson and conducted the funeral, which took place on Wednesday in Kiukiang.

Dr. Jackson was one of the veteran missionaries of China. He was born in England on January 30, 1851, but took his theological training in America and came to China as a missionary of the Methodist Episcopal Church North just over forty-one years ago, serving first in Canton and then in the Yangtsze Valley at both Wuhu and Kiukiang. In 1899 he became a member of the American Church Mission, and after teaching for two years at St. John's College, Shanghai, was appointed Principal of Boone School, Wuchang, in 1901. His learning and administrative ability brought invaluable help to the institution he served, which in 1905 became a college, and in 1908 became Boone University, with Dr. Jackson as President. This office he held till January, 1917, when, at the age of sixty-six, he retired from active administrative work and took up his residence in Kiukiang, continuing his literary work and also serving as Chaplain of the English congregation in that port.

Dr. Jackson's influence as a teacher and writer has been widespread, both among his own pupils, many of whom now occupy posts of honor and trust among their countrymen, and among educated Chinese generally. He has been a recognised leader both as a scholar and as an educator, keeping himself always abreast of the best thought of his time. But foremost has been his influence as a preacher and as a devoted Christian missionary. His life and work remain as an enduring inspiration to the Christian Community in China.

The sympathy of Dr. Jackson's many friends will go out to Mrs. Jackson, whose only son is an engineer with the forces in France.

Correspondence

A Timely Protest

Editor, THE CHINA PRESS

Sir: I shall appreciate the loan of a little space in your columns for a protest against a habit that threatens to become a custom in our community—namely, that of accenting the word Shanghai on the second syllable. There are many reasons why this departure should be frowned down.

In the first place, it is against nature for English-speaking people to accent the last syllable of dissyllabic words when the first syllable ends in a nasal and the second in a vowel. I do not think there is a word in the dictionary that is an exception to this rule.

Secondly, Shanghai has been so well known as Shanghai for the past three-quarters of a century that to change it into *Shanghai* is almost as serious a violation of the world's usage as it would be to say *Boston* or *London*. There is comfort in the knowledge that the effort to turn New Orleans into Newer *Leans* proved a dismal failure.

What excuse can the advocates of the barbarism, *Shanghai*, give for their conduct? They cannot show Chinese authority; for there is no accent in any Chinese dialect. They cannot show authority in any European language. They violate a world wide custom of long standing. Charlie Chaplin would be scandalised if anybody referred to a certain play of his as "*Shanghaied*." What can the innovators plead? I enclose my card, and am, Sir,

SENIUS.

NANKING RED CROSS GETS READY FOR WORK

Americans Revive Old Chapter As Part Of Shanghai Organisation

China Press Correspondence

Nanking, April 25.—The Kiangnan Chapter of the American National Red Cross has just been reorganised so that it has lost its identity as a separate Chapter and has become a branch of the Shanghai Chapter.

A meeting of all of the American residents of Nanking was called to meet in the Swasey Hall of the University of Nanking Wednesday, April 24, at 5 p.m.

We were very fortunate in having with us Mr. Julean Arnold, the representative in China of the American National Red Cross.

The Kiangnan Chapter was organised at the time of the revolution in China largely for the purpose of helping at a time when China was in the greatest need. After the revolution as there was no call for special acticity, the chapter did not keep up its membership. Recently on account of the great need in our homeland the chapter was revived and nearly $1,500 secured in fees and subscriptions for the Red Cross.

However, on account of the reorganisation in America, and the need of the greatest efficiency in the work in China, the chapter, after listening to the representative of the Red Cross, Mr. Arnold, decided that it could do its work more satisfactorily as a branch of the Shanghai Chapter, and so voted to give up its separate identity.

The following Executive body was appointed by those present, and immediately after adjournment the committee organised as follows:

Chairman, Paul Jernigan; Vice-Chairman, J. Leighton Stuart; Secretary, W. F. Wilson; Treasurer, A W. Gilbert.

Other members: Consul, J. P. Jameson, Vice-Consul A. W. Gilbert, Dr. T. D. Sloan, J. L. Stuart, A. J. Bowen, C. S. Keen, and Mesdames A. W. Gilbert, A. C. Hutcheson, J. H. Reisner, P. F. Price, J. H. Blackstone, E. James, and Miss Warner.

After the organisation of the executive committee the following chairmen of committees were appointed: Publicity, W. R. Stewart; Finance, A. J. Bowen; Women's work, Mrs. A. C. Hutcheson; Extension, C. S. Keen.

The following were also appointed as the committee on this spring's drive for memberships and subscriptions for the Red Cross in Nanking: Chairman, W. R. Stewart; and P. Jernigan, A. J. Bowen, C. S. Keen, A. W. Gilbert, F. N. Merritt, and Mesdames A. W. Gilbert and A. G. Small.

A good deal of enthusiasm was manifested and all seemed eager to do all they could to stand by our homeland in this hour of her crisis.

CHANG HUAI-CHI CAUSED TUAN DELAY IN HANKOW

From Our Own Correspondent

Peking, April 24.—A significant incident has occurred in connection with the visit of General Tuan Chi-jui to Hankow. It was expected that he would leave Hankow last night, but his departure has been delayed. The reason given is that General Chang Hual-chi has telegraphed to the Prime Minister that he is on his way to Hankow but, having been delayed, can not reach there until perhaps Thursday morning; and General Tuan has decided to wait and see him.

This looks very simple, but there is more in it than meets the eye. It is certain that amongst his objects in going to Hankow General Tuan hoped to see the leading northern generals and bring about a better understanding between themselves and also between them on the one hand and the remainder of the Peiyang party in Peking on the other. It is now known that there has been acute disagreement between Generals Tsao Kun and Chang Huai-chi, and it is suspected that General Chang Huai-chi's failure to arrive at Hankow was not altogether involuntary. He had ample time to get to Hankow so as to see General Tuan if he had wanted to do so, but preferred to sulk. Then he suddenly changed his mind, and decided to make an effort to see General Tuan.

What Tuan has been able to accomplish with General Chang Huai-chi it is too early to know, but it is understood that complete agreement has been reached with the other important military men, and whatever is agreed upon by the Government in Peking will be carried out as thoroughly as possible by them. On the whole it is considered that General Tuan's trip has been, up to the present, very successful. The air is cleared and there is a better understanding all round. We ought to see the fruits of this in Governmental action very soon.

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If you haven't bought Bonds, do so. Tomorrow is your last chance. Don't miss it. If you have bought Bonds, buy more if you possibly can. Our boys need money.

THE THIRD LIBERTY LOAN TRADE-MARK

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(This space donated by Dodge & Seymour (China), Ltd.)

Manila Subscribed Heavily To The Liberty Loan — Shanghai ?

Alfonso, A Boy In Spirit, Finds Job Of Being King Hard Task In War Times

Spain's Ruler Apparently Gives Defiance To Gray Hairs, Showing His Courage In Attempts To Make The Idle Rich Bear Their Share Of Country's Burden

By Filson Young
(The Daily Mail).

The first time I saw the King of Spain he was running up the steps of the Ritz Hotel in London, and the cabman to whom I was paying my fare remarked, "Good old Alfonso." He was certainly not old, and it is possible that at the moment he was not being particularly good; but the words expressed faithfully enough the attitude of mind, sympathetic, half-proprietary, wholly indulgent, of the British public toward the boyish monarch of a friendly but foreign land. It was enough that he was coming to England for a wife, and that he was the friend and protege of King Edward he was "one of us."

A Little Boy And A Horse

The next time I saw him was at his mother's palace of Miramar, in Sebastian, where he did me the honor to receive me in private audience. The first touch of Autumn was on the roses and (it must be confessed) the geraniums of the palace garden, but the sunshine lay hot and bright on the blue waters of the shell-like bay, where, under the very windows of the palace, the great yacht Giralda was rolling at her moorings.

On the walls of the room where I waited there was but one picture—an enlarged photograph of a little boy on a horse; little boy sitting firm and upright in his saddle, his face turned to look you straight in the eyes with an expression of keyed-up courage, of anxious boldness, as though to meet whatever destinies might lie before him. I thought, as I regarded the picture, that some good influences must have been at work moulding the little mind that looked out through the windows of those smiling, fearless eyes; and the words of the London cabby came back to my mind and gave me the sense that, in a foreign country and amid the uncustomary environment of royal state, I was about to meet with a familiar friend.

Just at first, on being ushered into his presence, that sense forsook me. The young man who came forward with just a touch of formality to greet me seemed to be a denizen of the historical rather than the actual world, and the arched eyebrows, long Hapsburg chin, and the divided moustache, a la Philip IV, under the long Bourbon nose, produced a strangely foreign impression which it took a few moments of the easiness of the modern manner and the well-modulated English of the quiet voice to dispel. But only a few moments.

A King Reveals Himself

Velazquez, faded, and the little boy on the horse and the youth enjoying himself in London became so real that presently I told him about the cabby's remark. It was obvious that it represented just the kind of feeling the sportsman in him would wish to inspire; and the wide, slow smile spread over his face as we talked of London and England—especially of King Edward, of whom he spoke with an affection and regret that were very touching to an Englishman. The love of life that endeared Edward to his world found a ready echo in the young heart of Don Alfonso.

"He was my professor," he said, and the boy who had never known a father found in the worldly wisdom of the English king a supplement to the loving, though stricter, influences of his own circle. He told me of the dozen ways in which King Edward, by showing a ready sympathy with youthful high spirits, could hold them back from follies or excesses by a single word or hint, and at the same time win the heart of his young fellow-traveller on the difficult road of royalty.

"I was his most loyal subject," said King Alfonso; and very gracefully said on the part of his Catholic majesty.

King Possesses Modesty

I have had other talks with His Majesty in the same and other surroundings—among them in those of the Royal Palace in Madrid, perhaps the most magnificent of the inhabited houses of kings. There the setting is so elaborate that one could hardly be surprised to find the man being a little obliterated by the monarch. But it was not so in my experience. When, after being passed from hand to hand, one traversed alone the great chamber under the glowing canopy of Tiepolo, it was the same friendly and unaffected graciousness that waited for one and led the way to the little ante-room, where chairs and cigarettes were substituted for inclinations and formalities.

By dwelling on what he has in common with you, and seeming to ignore the rest, he throws a light bridge across whatever gulfs of training, race or estate may separate you from him; and so makes it possible for one whose knowledge of him is as limited as mine to form some living acquaintance with the mind and character that lie beneath the smiling surface.

The first thing that strikes one in King Alfonso, apart from the fact that he is a young man of extremely agreeable manners, is a certain modesty of mind which I imagine is unusual in ruling monarchs. It is true he is the King of Spain; but you feel also that he rewards that position as furnishing him with the means of his life's work, rather than as being itself the end; that he values it much less for the sake of its privileges than of its opportunities. In every serious word he says you realise his own sense, that besides being King he is a human being, in a position of great responsibility toward other human beings; that his lot is cast in a difficult time, in which all true men are called upon to exert their whole strength and pull their whole weight.

Being A King Not Easy

"These are not easy times in which to be a king," he said to me; "one has to know a great deal more and work a great deal harder than in any other time. And if you fail, your failure means a great deal more. I may not be good enough for the post," he added, "but anyhow I mean to do my best."

I quote his remark because I believe it represents no mere affectation, but a genuine sense of his responsibilities and of the difficulty of discharging them aright. It is not that he has an obsession as to the greatness of his position; rather that he has arrived at the conclusion, along with most men of sense and spirit, that it is none too easy a task to fulfill one's whole obligations in any walk of life, and that the complications of constitutional sovereignity are not exactly things that make it easier.

His conversation is, I think, less an expression of his own mind than a search and angling exploration into the mind of the person he is talking to. He wants to know things, you feel; to inform himself, to fish out and extract the note of truth from that changing tune of voices, all modulated to one more or less deferential key, with which it is the royal lot to be surrounded. And his methods are very clever. He has a trick of starting a subject by suddenly expressing a view, probably rather a startling view, and possibly not at all his own view, in order to hear what you have to say.

He is much more interested if you disagree with him than if you agree; and I am sure he takes a sly pleasure in the embarrassments of those who desire, but are afraid, to disagree with him. And he is successful in his method. At the end of a conversation he will probably know, much more about you than you know about him.

Prefers The Truth

But there shines through his intercourse, certainly as I have found it, a certain clear preference for the truth, even though it may not be agreeable, which courtiers are perhaps not very quick to gratify. It is difficult for an ordinary person, to whom the sources of information on things in general are open and who approaches them by the common access, to realise the difference between his views of them and that of a monarch, to whom they are always interpreted in the light of his own position. The very minds of men are as difficult for him to know as the streets of his own capital. Both are self-conscious in his presence; they are turned, as it were, to him, and present the aspect which they deem suitable. He sees everything in full face, and nothing in profile. He hardly ever overhears or overlocks; what he hears is spoken to him, what he sees is prepared for him to look at.

The King of Spain is perfectly aware of this royal disadvantage, and does what he can to overcome it, partly by seeing as many different kinds of people as he can and partly by the exercise of his own very considerable intelligence. It is his character, moreover, to be sympathetic; and this, too, has its pitfalls, for in matters outside his immediate knowledge he is readily open to persuasion. Perhaps too open, for he seems sometimes to the influenced by views and ideas the basis and origin of which cannot be really congenial to his own candid mind.

It is the weakness of graceful natures, and in Don Alfonso there is an essential grace of character outwardly matched by the gracefulness of attitude and movement which is remarkable even in a country where gracefulness is a masculine rather than a feminine attribute. Whether one would say that he is more open to persuasion than conviction, and the voice of the latest persuader seems to have most influence with him, I say "seems," because whether this susceptibility to influence is based, in the case of the King, on real weakness or strength I do not pretend to know. The young tree swings and sways to the winds, but only the storm can prove the depth of its roots or the strength of their anchorage in the soil.

It is possible, indeed, that in some things he is too modest. Where his own instinct or judgment would be a true guide to him, he seems at times to act on the advice of those whom he possibly feels to be better informed than himself, and besides whose judgment he perhaps deems his own to be insecurely founded. The fear of acting indiscreetly is always being instilled in the mind of the occupant of a throne; but King Alfonso is in a unique position, in which he can do more to influence his country by his own character and example than any other among the diminishing number of constitutional monarchs.

We talked about this one day, and he was remarkably frank and clear-minded, about it. He loves Spain, there is no doubt about that; more than once in our talks he has said:

"Remember, I am a Spaniard first, a Spanish soldier next, and a King"—or a pro-this or anti-that—"afterwards."

Knows His Army Best

His first anxiety is to do wisely and rightly for Spain; how to do it and wherein wisdom consists is naturally not always clear. The army is what he knows best in Spain. Military science has been his special study, and in his role of soldier he takes himself very seriously indeed. But the millions in his country are necessary cut off from him personally; between their lives and his life, their difficulties and his difficulties, is interposed a peculiar system of government, over which, in fact, neither they nor he have much actual control; although I like to think that the crowds of poor people who loaf all day in the sun in the very shadow of the palace walls, who bring their meals there and play their games there, symbolises an intimacy that exists in the heart, even if it finds no other outward expression.

Don Alfonso has this attribute of kingship; that in more than one respect he is in advance of his people. In this attitude toward sport, for example, he comes nearer to the English ideal than possibly any other Spaniard. He has little use for the kind of sport that consists in looking on at bull-fights and betting on pelota matches. He loves the active role. In polo his is a courageous, dashing, hard-riding, and rather rough game, variegated by a streak or stunt shots. In polo, as in motor-driving, it is the danger and the pace that he loves. He is one of the best partridge shots living and an implacable killer. Here also it is the pace that he loves and the danger—in this case to the partridge.

I once said to him that the real danger to a king in his position lay not in the poor people who had not enough to eat, not in the strikers against economic injustice, but in the idle young men of the upper classes who do nothing, sacrific nothing, create nothing for the good of their country.

"I quite agree with you," he said, and proved it by telling me of some of his schemes for training and inducing this idle class to take some real part in the work of the country. His influence on them can only be for good; but it is an appealing task even for a king to take almost single-handed—the reformation of a whole class. But here also, whether he succeeds or not, it will not be for lack of courageous effort.

Awake To Emergencies

Of course we talked of the war; but here he asked questions more than expressed opinions, and I can honestly say that on no occasion did he say anything as to where his private sympathies lay. But I am entitled to my own opinion, and it was of a nature to make me like, and not dislike, telling him about the war as I have seen it by sea and land.

His courage is perhaps the noblest and the most conspicuous thing about King Alfonso. It is courage of the very finest temper. I spoke of the tree swaying in the winds, untried as yet by the tempest. Really I have no doubt as to the result of the trial. Courage like his own can bend almost infinitely, but it can also stand firm as a well-rooted tree in the storm.

And the storm is coming. When or how, from what direction, I am wise enough not to predict. I can only say that in Spain are all the elements ripe and over-ripe, for a commotion of the first magnitude. It is often threatened; I have seen him in one moment when it seemed imminent, and found him ready to meet it with the smiling gravity, the calm but alert courage, that has visualised the worst that can happen and finds it neither terrifying nor unbearable.

When the trial does come, whether it takes the form of violent crisis or the long-drawn agony of the birth of a new Spain, it will find King Alfonso ready and resourceful. He is not afraid of the coming storm. Perhaps—who knows?—he may find in it his true hour, his supreme opportunity. At any rate, to hope so is to wish him well in the highest, and best sense.

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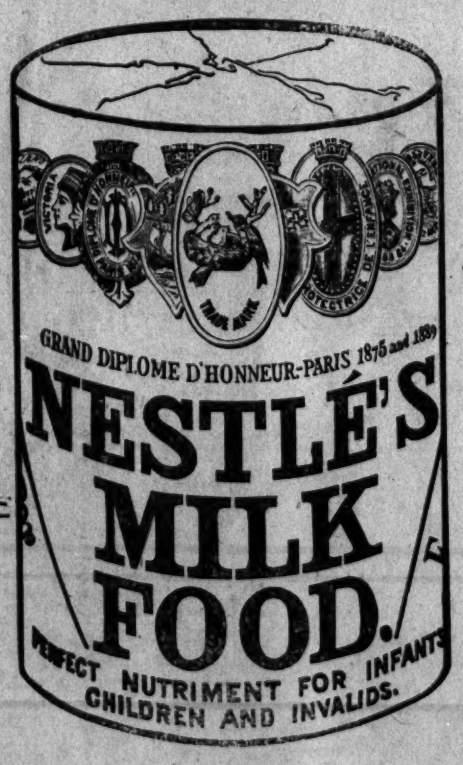

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Greek Rulers, On Eve Of Banishment, Secretly Wired Kaiser To Send His Army

'Numbskull, You Have Lost Your Crown And Mine!' Cried Sophia, In A Rage, When Infamous Treachery Forced Abdication Of Constantine And Consort

By Colonel Gounaris
(King Constantine's Former Confidential Secretary)

This is one of the most amusing scenes it has ever been my lot to witness, and I venture to say it is without counterpart in the history of a European Court.

It was towards the end of May, 1917, when a number of ladies paid a formal visit to the Queen. Some of them were well known in Paris and London society. All of them were cultured and of gentle birth.

After the formalities associated with court etiquette had ended, Mme. Skuloudis spoke of the war and mentioned the name of General Sarrail.

The Queen rose from the state chair and demanded to know why Madame Skuloudis had dared to mention the name of "the rebellious dog."

Uproarious Court Scene

Her harsh, imperative manner, no less than the contemptuous reference to a soldier who was honored and respected everywhere, roused Madame Skuloudis to retort:

"I referred to General Sarrail," she said, with a quiet and graceful dignity, "because we believe in him and in his cause. Nor, I am bold enough to say, will your Majesty's slighting reference to an honored name be appreciated by the people of my country."

Hilda von Stuttgart, the Kaiser's agent, ran to the side of the Queen and intervened, or Sophia would, in her insensible rage, have struck Mme. Skuloudis.

"Don't—don't soil your royal hands by touching such dirt," cried Hilda, "remember you are the Queen of Greece, and——"

I did not catch the remainder of the sentence, but, as you will guess, there was a pretty uproar.

The Queen was gesticulating wildly with upraised arm and clenched fists, everybody was talking, and the resentment towards the German spy would certainly have shown itself but for the unexpected entrance of the King.

Appeals To The King

"Why—what is this?" he exclaimed in a loud voice. "Is the court of your King and Queen to be turned into a bear garden?"

A hush, as sudden as the outbreak of the storm, came upon the gathering. Then, stepping out to face the King, Madame Skuloudis spoke.

I shall never forget the scene—her voice thrilled with suppressed feeling, and in her glorious dignity and the full strength of her womanhood she was certainly more queenly than the Queen had ever been.

"That woman, sir,"—she pointed as she spoke at Hilda von Stuttgart—"has insulted every lady in the court. Does she forget we have descended from an older, prouder stock than her own?

"Can she know anything of the wonderful history of our race, of our ancient civilisation, of our splendid traditions? Madame," added the lady of the court—she turned abruptly to Sophia—"I for one, refuse longer to accept you as my Queen."

With a sweeping courtsey she followed by all but Sophia and Hilda, walked proudly out of the chamber.

Constantine, who looked anxious and irritable—as indeed he was—beckoned to me. He took my arm and led me to his room.

"I am afraid the Queen has not been discreet," he said, pointing to a chair, in which I sat, "and it is difficult to know what to do. I am afraid there is trouble brewing."

Counsels Weak Monarch

I spoke to him more as a counsellor addressing a friend than as a confidential secretary to his royal master. I urged him to throw all the weight of his influence and authority on the side of the Entente.

"Send for M. Venizelos, he has the confidence of the nation," I urged, "and he will, at any rate, be able to ward off immediate unpleasantness."

"Venizelos!" There was a world of scorn and hatred in the King's tone as he spoke the name of the man to whom modern Greece owes its greatness.

"Had it not been for Venizelos and his mob we should have been with the Emperor today, and the Allies would have been swept into the sea. No, no! I will have none of Venizelos. But I will promise you one thing."

"And that, your Majesty?"

"Oh, I'll hang him and a few more of the traitorous crowd when the Entente is beaten, and the Emperor is the conqueror of Europe."

"I am afraid, sir, that will not be for many years to come," I replied.

Meanwhile the heroic Venizelos, weary of the infamous treachery of the King and his consort, had gathered many of his followers who had thrown over their allegiance to the pro-German Court party, and the Provisional Government was in power in Salonica, where its armed forces were growing daily.

Throne In Peril

It was on this subject that Constantine sent a frantic telegram to his brother-in-law. I have a copy of it, as well as one of another message from Sophia. Here is his Majesty's wire:

"Everything seems desperate. V., with large following, is in arms against me. Wire me your advice. Can you not send army through Turkey?"

The Queen's message ran:

"Throne in peril. Constantine has muddled everything. Tell Hindenburg to help. We both rely on you. Love. —Sophia."

I know an answer came, but I am unable to reproduce it, though it would undoubtedly be of the greatest interest to the world at large. Suffice it to say that it was intercepted by agents of the Allies.

Sphia's Withering Scorn

I was present when word of the new move against the King was brought to the palace.

Constantine was like a man staggered by an unexpected knock-out blow. Sophia was as a tigress at bay with her relentless hunters.

I shall never forget the look of scorn which Sophia turned on him as she said with one of her sour looks, "You—you haven't an ounce of fight in you. Numbskull—you have lost your crown and mine."

Constantine and Sophia, on that fateful day when the King was called upon to abdicate, had scarcely a friend in Greece. Hilda von Stuttgart and, I suppose, myself, alone remained in close attendance upon them. The King protested indignantly, and the Queen raved widely, threatening what her brother, the Emperor of Germany, would do when his sword had "destroyed the last of his enemies." Constantine sent a message to M., bidding him come to the palace, and M. obeyed the summons.

"If I had only my way," he wailed piteously to M., who stood determined but respectful in the presence of the King and Queen of Greece, "I would defy you all—traitors that you are."

Queen Sophia's Tirade

"And what will you be pleased to do with us—your King and Queen?" demanded Sophia, who had stood quietly by with a sour expression on her face.

"You will probably decide to travel to some neutral country by way of Italy," answered M. gravely.

To my dying day I shall not forget the scene that followed. Sophia's face flamed up, and her eyes burned liked coals of fire as she turned on her husband. "So this is the end of all your cleverness," she screamed. "Napoleon went to St. Helena, his enemies at least feared him, while you—you—will pose as country squire, and I—the sister of the Emperor of Germany—as my lady bountiful to a handful of uninteresting nobodies. You ought to have been a small shopkeeper, never a King.

"You will go down in history—unless you are absolutely forgotten—as the man who could not hold his throne."

Constantine and Sophia both begged to be allowed to send a message to the Emperor, but the request was firmly refused, and with some servants and a few friends they were conducted to the train and taken to Italy.

Hilda von Stuttgart was in close personal attendance upon the ex-Queen. I accompanied Constantine—perhaps against my own inclinations. I would not have made these revelations but for the fact that the ex-Queen, in her exile, expressed her detestation of my country, and my countrymen, and that the ex-King still plots infamously against the Greece over which he once reigned.

Letter To Emperor

The temporary defection of some of the Italians was due largely to Constantine. These are quotations from a letter sent to the Emperor by a special messenger, which I wrote from Constantine's dictation:

"Send me some leaflets printed in Italian which can be distributed among the Italian troops. I can arrange for their distribution."

Accompany documents provided the most amazing surprise of the whole budget. While in Italy, Constantine and his wife were the guests of an influential personage who had in his possession a detailed statement of the armaments and forces at the disposal of Italy. The ex-King knew it, and during the temporary absence of his host, secured a copy, and sent this to his brother-in-law, the Emperor.

"Sophia displayed the ingenuity of a woman fiend. She found out where the weakness of the Italians lay, and sent a full account of her discoveries to Berlin."

The letter to which I have just referred concluded with these words:

"We both look to you for our reward. Our enemies have triumphed. You will see to it that this is only for a time. When you have won your final victories, your Majesty will make it a condition of peace that we are again placed on the throne of Greece. Servia as a nation must disappear, and our personal enemies must be dealt with as we determine."

The messenger who handed these precious communications to the Kaiser himself brought back the answer.

'Trust Me,' Said Kaiser

The Emperor thanked Constantine and his wife for their help, and concluded with the following words:

"I will see that Constantine is again the King of Greece, and those who have intrigued against you both shall be punished with the utmost vigor. Your enemies shall be thaught a lesson that will be impressive and lasting. Bear up as well as you can till the day comes when you can destroy all who have opposed your will. Trust me.—Wilhelm."

Constantine was in constant communication with people who travelled continually between Italy and Switzerland, and he became recognised as an agent of his brother-in-law. Ambitious beyond his brain power, he has a dream of a confederation of the Balkan States, over which he is to preside with the rule of an autocrat.

I have been to Berlin since I quitted Greece. The chief object of my visit was, as instructed, to secure financial assistance from Germany. The message the Emperor gave me is written in imperishable letters on my brain:

"Tell their Majesties I am utterly unable to help them with money. Germany needs every mark she has, and my private fortune is so locked up that I cannot devote any part of it to their interests. They must endure as best they can until I compel Greece to pay them what she owes, and with interest."

Constantine was in despair; Sophia raved like a woman bereft of her senses, always laying the blame on her husband. The couple are arch-traitors still, I believe. Constantine would today sell the Emperor of Germany if he could, as he tried to sell Greece, while the ex-Queen's vaunting ambition and unscrupulous mind would encompass the devotion of her nearest friend to secure her own ends. Rather than that Constantine should ever regain what he has lost, I would like to see my country sink under the waves, carrying with her the glorious traditions which this infamous pair have besmirched and dishonored.

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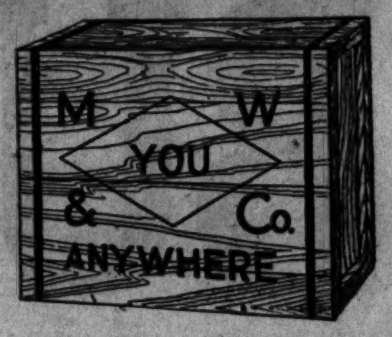

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By this plan you can pay for a $50 gold bond by ten monthly payments of $5 each in U. S. currency or the equivalent amount in local currency. You will pay $5 at time you sign subscription and $5 thereafter each month until you have paid $50 for each bond. Interest on deferred payments will be at 4 1-4 percent (the same interest your Bond pays you) for the first 3 months, and at 5 percent for the last 6 months. By this instalment plan, every $50 Bond you buy will cost you just eighty-three cents more, for interest charges, if you pay $5 a month than if you paid cash in aavance. In the same time (9 months) the interest you receive on each Bond is $1.59, or seventy-six cents more than the interest charged you by the bank on your deferred payments.

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YANKEE DEVICES WILL WIN THE WAR, HENRY FORD SAYS

He Predicts Victory Will Be Gained On Land, At Sea And In Air With Mechanisms Operated By American Fighters

WANTS PEACE AND FIGHTS 'LIKE THE DEVIL TO GET IT'

Says Idlers Caused World Conflict—Tells Of His U-Boat Destroyer And Two-Man Tank—For Government Control

New York, March 18.—"American mechanisms—designed by American engineers, constructed by American workers and operated by American fighters—are going to win the war on land, in the water and in the air."

Henry Ford, that quiet-voiced, gentle-mannered ex-pacifist, who is doing more, perhaps, than any other individual in the country to produce mechanical battle contrivances, voiced this opinion yesterday.

"Work—Americans' willingness and capacity to work—is what will bring us victory. Idlers caused the war—idlers of so-called royalty, who by command made others obey them; and capitalistic idlers, who made fortunes and sought greater fortunes by forcing others to do their bidding.

"But work will beat them all. The mechanisms turned out by our strong, intelligent wage-earners will triumph over the ideas and ideals of the idlers. I hate war and always did, but I hope this war continues until there are no more idle exploiters of others left upon the earth."

Mr. Ford had been for a couple of days in this city, "resting." His rest consisted mainly if inspecting and making further plans for his great plant out in the Jersey meadows near Newark, where he is to turn out, primarily, Eagles—those 200-foot, all-steel submarine destroyers which the navy counts upon heavily to combat the undersea menace.

The Eagle is one of two particular fighting devices which are so engrossing Mr. Ford's attention at present that he is working harder and putting in longer hours than any of the 10,000 employers of his concern.

Have U Boat Detectors

Without going too deeply into details as to the construction of these boats, it is permissible to say that they are 200 long, 25½ feet wide, draw 8 feet of water, carry 5-inch guns, are equipped with submarine detectors that can spot the enemy's U boats more than a mile away, have devices for dropping depth bombs, and are expected to do great execution.

Yet they are to be turned out (big as they are) in the same standardised, systematised fashion as the little pleasure cars which made Mr. Ford's name known throughout the world. He described yesterday one of the buildings along the Rouge River, at Detroit, where the Eagles are now under construction.

"This is 300 feet wide and 1,800 feet long," Mr. Ford said. "It has three sets of rails, along which the Eagles progress from the beginning of their assembling until they are complete. At the end of the tracks they take to the water, and by that time they are a finished product, fully equipped, armed and supplied—and with their crews aboard.

"It would be possible for an Eagle to leave this building, go through the Rouge River, the Welland Canal and the St. Lawrence, and right across the sea into action, without a halt."

There is a naval cantonment capable of housing 2,000 men at a time adjoining this destroyer-plant, which will supply crews as needed, and these crews will be composed of men who have seen the whole operation of building the Eagle and who will know every detail of its construction.

Already a completed Eagle stands in the Detroit shop, finished even to her wireless masts. She is a model, to give the workmen an idea of what they are building. She could though take the water now. But it will be only a brief number of weeks before a steady over-ocean stream of Eagles heads for Europe.

"We have orders for 100 of these boats, but we're prepared to build 1,000 if they are needed," Mr. Ford said. "Construction will go on at Rouge River until the weather is too cold next fall, and by that time the plant in the Jersey Meadows will be in operation."

The Two-Man Tank

Mr. Ford's other pet war machine is the "two-man tank." This is not his own idea he wanted it understood. It was the conception of army men, just as the Eagle was the outgrowth of navy ideas. But he has built one of the small tanks for experimental purposes and he knows what it will do.

"The simplest thing possible!" he said, enthusiastically. "It's merely a little affair of sheet steel, armor-plated, with two of our ordinary 20-horse-power motors, driving truck worm-gears, with caterpillar traction.

"These little tanks could turn within their own length, could dart here and there along the fighting line almost as fast as an unprotected soldier. One man could handle the machine, the other fellow man the guns. I have arranged for a permanent supply of chemicals within the tank for a protection against gas should the enemy employ that, and the little tanks therefore could go anywhere.

"Suppose they did strike a particularly deep trench. Drop one or two of them in there and drive the others over top of them. But with 40 horse power I think those little tanks could climb any trench side, almost to the perpendicular.

"I don't believe they'd cost more than $1,500 apiece, and they'd save the lives of thousands of soldiers. The British have said their big tanks were each equal to 500 men. Each little tank, I believe, would be equal to 150 soldiers. To fight with machines and save lives is the proper modern system of warfare, in my opinion."

So far as Mr. Ford knows, there has not yet been any provision made in the American Army's fighting scheme for these tiny tanks. But if they should be wanted he'd like nothing better than the job of turning them out. And they could be produced almost as rapidly as pleasure cars he thinks.

War Work His One Interest

He isn't much interested in the passenger car end of his business now. He is turning out only 2,000 a day, which is a tremendous cut into the company's former productivity. And he doesn't care whether he turns out any or not, even though the demand, he said, is for at least four times the number produced. War work only is engrossing Henry Ford now.

"Remember when we were all pacifists on the old Oscar II?" he laughed yesterday. (His interviewer was The World's reporter who accompanied Mr. Ford on that famous peace expedition.) "Well, I'm still a pacifist to a certain extent. That is, I want peace but I'm fighting like the devil to get it!"

Perhaps the most vital thing Mr. Ford has done thus far to help win the war is that he has aided tremendously in the production of food supplies for Great Britain by means of his farm tractors.

No less than 6,000 of these machines, each capable of doing the work of at least five teams of horses and capable besides of being handled by old men, women or half-grown boys and girls, have been shipped to England within the past year. And some of them are being worked twenty-four hours a day, ploughing, harrowing, doing the other work necessary for a bumper food crop for the island.

The State of Michigan is being supplied with tractors. A certain New England State has applied for them and will be given some. Canada is to receive twenty-five a day, beginning next month. But all of these machines—at Mr. Ford's own stipulation—are to be under control of the authorities of whatever place they are sent to. No farmer may buy one for his individual use and employ it for the purpose of raising food to the disadvantage financially of his neighbor who is tractorless. When one man in Canada or Michigan has had his work done by a tractor, the machine is immediately put into action on another man's farm.

France Needs The Tractors

All over the world, at immense profit, Mr. Ford might sell his tractors right now—might have done so a year ago. But he won't. They must be used only to help produce the food for the Allies.

"I think France should pay more attention to her food supply," Mr. Ford said. "She ought to have thousands of tractors tearing up her soil right now. Not necessarily mine—I don't care about that. But there is the seat of war, and right there the utmost possible quantity of food should be produced.

"Maybe I'll get in bad for what I'm going to say, but I think the vineyards of France (or some of them, anyhow) should be uprooted. Tear out the vines and plant grain and potatoes there. Food is more necessary than champagne. And I'm not a Prohibitionist, either. If some men want wine, let them have it, I say. But solid sustenance is more important now than bubbling drink. France ought to get busy and increase her production of food. Old people and young people and women could do the work with mechanical means. France needs tractors!"

The interviewer asked if the various Ford plants had yet found it necessary to employ women to replace men in their mechanical departments.

"No. I'm using old men—or men that used to be called old," Mr. Ford replied. "And they're fine! I recall an old chap, fifty or fifty-five, who started to work one day last week, and two days later was running one of the most complicated gear-cutting machines."

His Alien-Born Loyal

This led to a general talk on labor conditions, in the course of which the Detroit manufacturer said that many of his foremen and a great many of his workmen were foreign-born. Hundreds were natives of Germany and Austria and Hungary. But there has not been the slightest suspicion of disloyalty among them.

"We try, as their employers, to give them a square deal, to pay them well, to keep them satisfied," Mr. Ford said. "And they are content, working for us. I go among them and ask them if they're getting a square deal. They agree they are. Then I tell them that their respective nations, whether enemy or neutral at the moment, will receive just as square a deal from the United States at the end of this war. And they believe it—as I believe it! They know they are not being exploited in America, and they feel confident that their nations will not be exploited by America when we and our allies are victorious."

Just about now the Ford plant at Detroit is beginning to turn out Liberty motors for our airplanes. Shortly it will be producing twenty-five of these a day. Ever since the Liberty motor was first designed 1,500 cylinders have been produced for it each day at the Ford establishment.

"All my time isn't taken up yet. I can still work as hard as ever. Anything more I can do I'll do to win the war," Mr. Ford said yesterday. He didn't mention the fact that he owns $20,000,000 worth of Liberty bonds and is paying an enormous income tax and has contributed with liberality to all the things the patriotic American is called upon to contribute to.

For Government Control

Knowing him to have communistic (though scarcely Socialistic) ideas, The World's interviewer asked the man from Detroit what he thought of Government ownership as far as it has gone.

"I think it should go a great deal further than it does," he said. "With a genuine, sincere test and the best efforts put forth by railroad employees, I think Government control of railroads will be more successful than private control. I doubt if the railroads will ever go back to private ownership. But I think that all mines, and in particular all power-producing waterways—in fact, all natural resources—should belong to the Nation; in other words, to the people, and should not be in possession of a few who reap all the profit from them. The profit should be distributed."

The war has seen a great advance in mechanical replacement of human labor, Mr. Ford thinks, and there will be still greater advances when peace returns. Also people will be happier and better off because of the habits of thrift they will have learned. There will be a much more genuine democracy and the "workers" will have more to say than they do now.

Mr. Ford reverted to his belief that "idlers" had caused the war and that workers would win it. He said:

"I think the idlers will largely be wiped out of existence. Not all of them, maybe, but most of them. Of course we won't see the millennium after the war. The millennium, to my understanding, is the time when 'principle shall replace passion.' Some men still will have a passion for making money by exploiting their fellow men, a passion for holding power in the same way—but there won't be so many of them."

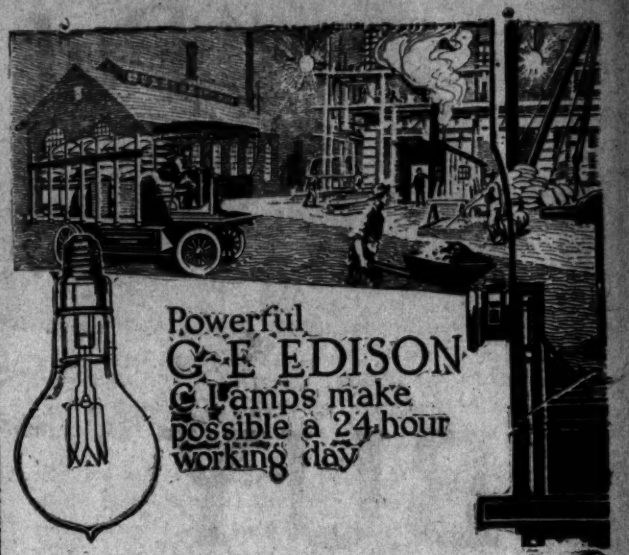
Since the beginning of the war—and consequently of his extra-productive efforts—Mr. Ford has been in close touch with the Administration in Washington.

"We should and must be proud of President Wilson and those who are aiding him," he said. "Of course, there are a few miserable politicians and representatives of big moneyed interests who are trying to hamper the work of men like Wilson and Daniels and Baker. But they're not putting much over. I'm a Republican (because, like I have ears, I was born that way), but I have nothing but praise for the President and his associates."

Mr. Wilson

(From London Fortnightly Review)

Mr. Wilson is now the most powerful ruler whom the world has seen for at least one hundred years. No dictator, no Charlemagne or Napoleon ever had more complete authority. He has the loyal devotion of a mighty nation of boundless resources. Kaisers, Kings, Ministers in other lands have open and secret opponents to silence or to deceive. The leaders of Parliaments live in daily threats of adverse divisions. Wilson rules today without being harassed by rival factions. He rules like Trajan or Antoninus by the universal acceptance of his moral and intellectual superiority, his embodiment of right and of duty. The enemy cannot charge any ambitious aim on him or on his people; they alone of the belligerents have nothing to gain and stand for simple faith, humanity and justice. With the cynical helplessness of the Vatican, Wilson is morally the Pope of Civilisation.



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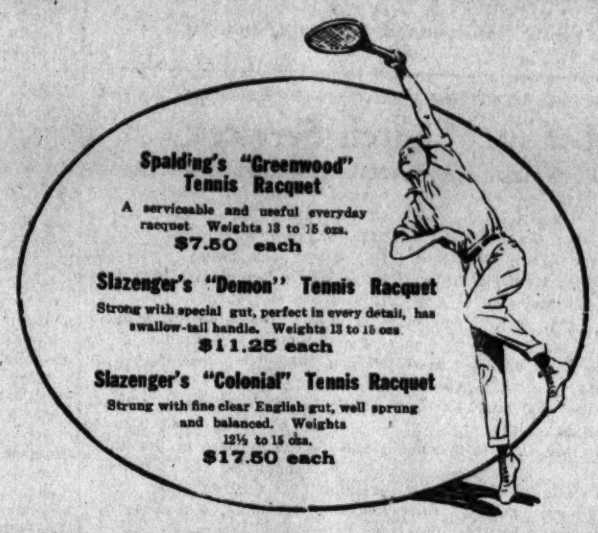

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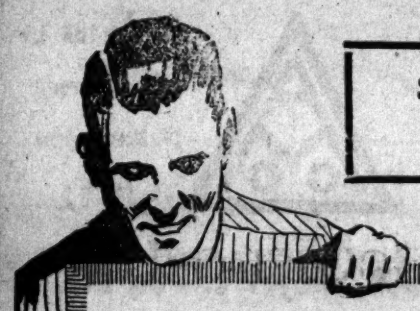

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Today's Church Services

Holy Trinity Cathedral.—April 28. Fourth Sunday after Easter. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10 a.m., Naval Service. 11 a.m., Mattins. S. V. C. Church Parade. Harwood in A flat. Hymns 391, 134, 540. Preacher, The Chaplain S. V. C. 3 p.m., Children's Service. 6 p.m., Evensong. Arnold in A. Anthem, "Blessed be the God and Father" (Wesley). Hymns 242, 295, 27. Preacher, The Rev. C. J. F. Symons, M.A.

St. Andrew's Church, Broadway.—April 28. Fourth Sunday after Easter. 10.30 a.m., Mattins. Preacher, Rev. C. J. F. Symons, M.A. 6 p.m., Evensong. Preacher, Mr. J. A. Bailey.

Union Church.—Sunday, April 28. 11 a.m., S. V. C. Church Parade. Preacher, Rev. C. E. Darwent, M.A. Subject, "Doth Job fear God for nought." Chant 62. Anthem, "For all the Saints" (Stanford). Hymns 532, 404. 6 p.m., Preacher, Rev. C. E. Darwent, M.A. Subject "He also is the son of Abraham." Chant 55. Hymns 58, 117, 689.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. M. H. Throop, M.A.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning, 11 a.m. by Rev. C. G. Spaeham. Evening, 6 p.m. by Mr. W. J. Embery.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service, 11 a.m. Subject: "Probation After Death." Sunday School, 10 a.m. Wednesday Evening, 6 p.m. Reading Room, 21 Nanking Rd., Room 71, 10.30 to 12.30.

War Demands Hard Service Of Chaplains

The request of General Pershing for three chaplains to a regiment, instead of one, as now provided, as reported recently from Washington, was a puzzle to many. Most people have an idea the chaplain holds a church service once a week and does little else beside.

Nothing could be further from the fact, as this war has demonstrated. The best answer for the reason of General Pershing's call was given, perhaps, yesterday by the Rev. Lauchlan MacLean Watt, chaplain of the famous Black Watch, of the British Army.

He is in the country by direction of the British Foreign Office and will talk while here on the subject of war needs and war conditions as he has found them after going through the trenches and hospitals with the best fighters of the British Empire.

In The Thick Of Fighting

Mr. Watt is rector of St. Stephen's Church, Edinburgh. He went to the front on Christmas Eve, 1914, with the Gordon Highlanders and learned what are a chaplain's duties during the campaigns of the Somme, Ancre, Armentieres and Ypres. He said:

"I must speak from my standpoint as a member of the British forces, as, of course, I know nothing about your organisation. I presume, if General Pershing wishes three chaplains to a regiment, he wants one for each of the battalions comprising it. Counting on 1,000 men to a battalion, there ordinarily will be on active duty perhaps 800. Now one chaplain to 800 men is sufficient, and, believe me, 800 men to one chaplain is quite enough.

"Few people have an idea of what the chaplain's duty is, in this war, at least. I can explain it best by saying that our work is not a work of services but a work of service. The chaplain has got to be a stretcher bearer. He has got to be a drum beater—I have played the pipes behind my boys many a time to help them keep their shoulders stiff in the face of great fatigue.

"The chaplain has got to be a lark and a linnet, to sing to the men when opportunity offers. He is a joy director. He is everything, on occasions—that is what Christ means, and out there in the mud and dust and damage is where you learn just what Chirst does mean.

"You forget your clerical garb, your shoulder straps, and everything else on the outside and you find something else close in to your heart—if you've got one.

A Chaplain's Work

"Behind the fighting lines, you know, we organise sports and entertainment and try to see that the boys enjoy their leisure in the right way. We get up football matches and boxing matches. When we have a boxing match we just move the altar in the little meeting house over into the corner to make room for the boys and after they have had their fun we move it back again and we're ready for service when the time comes, and they all attend."

Chaplain Watt was laid low with the trench fever at Beaumont-Hamel. He told about it in this way when describing a Chaplain's work in the trenches.

"I don't need to tell you about the trenches. You know about them. That is no place for services. That is the place, though, for service. There you come to almost hopelessness, where the abandonment of wretchedness almost exceeds the imagination.

"Why, a man in the regiment and myself, who were good friends, lay on stretchers side by side for half an hour before we recognised each other. You can't eat. You can't sleep. You can't wash. Captain Wilson of ours, when asked when back from the front 'What is it like?' replied: 'Cold Hell.' And that describes it.

"Well there, if the Chaplain is a man, and a bit of a soldier—and if he's not he is of little use—he doesn't preach, he talks. He talks on all kinds of outlooks and sympathy. He's got to be deaf of ear and blind of eye—if he's the right sort.

"There is no opportunity for services, for the men get very weary of the trenches, but when you go up along the line of them you talk of home, chat, joke and try to brighten them up a bit. You know, but all the time, of course, you never forget your spiritual office.

"Speaking for the British Army, I may say a chaplain, friendly with his men, need never be afraid of familiarity and need never expect these brave, true and faithful fellows, who every one of them has before him the thought of the supreme sacrifice—and is quite ready—will forget that he who speaks to them is alike their officer and their spiritual guide and friend.

"The chaplain in the line is ready to share with them the mud, the discomforts, the agony of the bullets and the shells and to face with them the shadow of death. If he is not his influence as a man and a chaplain goes for nothing.

"With nightfall the boys go up for their night's vigil, looking into the grimmest and most terrible desert the wrath of man ever has made, facing a stillness deeper than anything the heart of man can dream and more than weak hearts can stand.

"The chaplain walks around among his friends and pats this and that one on the back with a 'God bless you! Good-night!' and he has a lump in his throat, for he knows perhaps the next time he touches one of them it may be in the morning, when the boy is wrapped up in a blanket, beside an open grave behind the trenches.

"That's the kind of service a chaplain does in the trenches. There is no hymn singing, for an unguarded sound might bring across a messenger of death from the foe. Even laughter is dangerous; and sometimes we used to think a fellow caught in an unguarded sneeze ought to be sent back as a danger to the line.

"When we get back from the trenches for a rest is the time for services. Then the chaplain speaks to the men formed up in a hollow square, with a pyramid of drums for his pulpit. That is the time he can talk to them of the grace of the Most High God, of home, of ideals, of love, honor and liberty and all that makes the noble issues that are counted worthy of all true men.

"Back at the bases, where it is as quiet as here in New York, we hold services of the usual kind, and the men like to have them. But, after all, the most powerful spiritual influence, as I find, is that of the man who loves his fellowmen and God and carries out its manifestation in brotherly communion with all the classes under his care."

Crush Prussia And Escape Slavery — By Rudyard Kipling

"I tell you a story. Once upon a tide, a hundred years ago, there was a large and highly-organised community in India who lived by assassination and robbery. They were educated to it from their infancy; they followed it as a profession, and it was also their religion. They were called Thugs. Their method was to disguise themselves as pilgrims, or travelers, or merchants, and to join with parties of pilgrims, travelers and merchants moving about India.

"They got into the confidence of their victims, found out what they had on them, and in due time—after weeks or months of acquaintance—they killed them by giving them poisoned foods—sweetmeats for choice—or by strangling them from behind as they sat over the fire of an evening with a knotted towel or a specially prepared piece of rope.

"They then stripped the corpse of all valuables, threw it down a well or buried it, and went on to the next job.

"At last things got so bad that the Government of India had to interfere. Like all Governments, it created a department—the Department of Thuggee—to deal with the situation.

Government Ends Thuggee

"Unlike most departments, this department worked well, and after many years at tracking down and hanging the actual murderers, and imprisoning their spies and confederates, who included all ranks of society, it put an end to the whole business of Thuggee.

"The world has progressed since that day. By present standards of crime those thugs were ineffective amateurs.

"They did not mutilate or defile the bodies of the dead; they did not torture or rape, or enslave people; they did not burn villages.

"They merely killed and robbed in an unobstructive way, as a matter of education, duty and religion, under the patronage of their Goddess, Kali the Destroyer.

"Very good.

"At the present moment all the Powers of the world that have not been bullied or bribed to keep out of it have been forced to join in one international department to make an end of German international thuggee for the reason that if it is not ended life on this planet becomes insupportable for human beings.

"People who have been brought up to make organised war in every form for their supreme good because they believe that war will pay them are not going to change their belief till it is proved that war does *not* pay.

Prussia Believes It Pays

"So far the Prussian believes it *has* paid him in the past, and will pay him better in the future.

"He has had a good start.

"He knew exactly what he meant to do before he opened his campaign against mankind. So he is doing what is right in his own eyes.

"He thought out the hell he wished to create; he built it up seriously and scientifically with his best hands and brains; he breathed into it his own spirit that it might grow with his needs; and at the hour that he judged best he let it loose on a world that till then had believed there were limits beyond which men born of women dared not go.

"But we have no conception—and till the veil is lifted after the war we shall have no conception—of the range and system of these atrocities. Least of all shall we realise, as they realise in Belgium and occupied France, the cold, organised miseries which Germany has laid upon the populations that she might break their bodies and spirit and resistance. That is part of the German creed.

"And so long as the Germans are left with any excuse for thinking that such things pay, can any peace be made with them in which men can trust?

"None.

Fight For Humanity

"For it is the peculiar essence of German kultur, which is the German religion, that it is Germany's moral duty to break every tie, every restriction, that binds man to fellow man if she thinks it will pay. Therefore all mankind are against her. Therefore all mankind must be against her till she learns that no race can make its way or break its way outside the borders of humanity.

"Our hearts, our reason, every instinct in us that lifts us above the mere brute, shows us that the war must go on. Otherwise the earth becomes a hell without hope.

"The men, the ships, the munitions must go forward to the war, and behind them must come the money, without which nothing can move. Where our hearts are there must our treasure be also.

"Money is a curious article.

"Have you ever thought that invested money is the only thing in the world, outside the army, the navy and the mercantile marine, that will work for you while you sleep?

Money Always Works

"Everything else knocks off, or goes to bed, or takes a holiday at intervals, but our money sits up all through the year, working to fetch in the five per cent interest that the government gives on every pound it borrows from us.

"I am not a financier. But I do know that much, and I do know that a man who has an income, however small, from money he has saved, is free of worry and anxiety for himself, his wife and his children, up to the extent of that income. It gives him self-respect, a more even temper, a reason for looking at the future with calm and confidence.

"A man who has wasted or muddled all his pay at the end of the week is the servant of the whole world for his next week's pay. The man who has his bit in hand is independent of the world as far as that bit goes, and that knowledge at the back of one's head must make life a different affair to every thinking man or woman.

"Savings represent much more than their mere money value. They are proof that the saver is worth something in himself. Any fool can waste. Any fool can muddle, but it takes something of a man to save, and the more he saves the more of a man does it make him.

"Remember, too, that everything we waste in the way of manufactured goods, from a match upward, as well as everything we buy that isn't necessary to get on with, means diverting some man or woman's time and energy from doing work connected with the war. And war work, which means supplies, food, munitions, ships, is the only thing that is of the least importance now. Nothing else under Heaven matters today except that the war shall go on to that end.

'What we Fight For'

"From time to time the representatives of the Allies, meet together and lay down what the war aims of the Allies are.

"From time to time our statesmen repeat them.

"They all agree we are fighting for freedom and liberty, for the right of small States to exist, and for nations to decide for themselves how they are to be governed.

"All this we understand and perfectly believe. That is the large view of the situation.

"What is the personal aspect of the case for you and me?

"We are fighting that we may not be herded into actual slavery such as the Germans have established by force of their arms in large parts of Europe.

"We are fighting for our lives, the lives of every man, woman and child here and everywhere else.

"We are fighting against forced labor at the point of the bayonet, with a dog's death at the end.

'No Half-way House'

"If for any reason whatever we fall short of victory—and there is no half-way house between victory and defeat—what happens to us?

"This:

"Every relation, every understanding, every decency upon which civilisation has been so anxiously built up will go, because it will have been proved unable to endure.

"The whole idea of democracy, which at bottom is what the enemy fights, will be dismissed from men's minds, because it will have been shown incapable of maintaining itself against the Prussian. It will die, and it will die discredited, together with every belief and practise that is based on it.

"The Prussian ideal, his root-notions of life, will take its place throughout the world. Under that dispensation man will become once more the natural prey, body and goods, of his better-armed neighbor. Women will be the mere instrument for continuing the breed and of man's cruelty, and labor will become a thing to be knocked on the head if it dares to give trouble.

"Nothing—nothing we may have to endure now will weigh one feather-weight compared with what we shall most certainly have to suffer if for cause we fail of victory."

-:- 'A. B. C. World Politics' -:-

The Ambitions Of America, England And Germany

By Dr. Juko Shiga

(*From The Japan Advertiser*)

Dr. Juko Shiga is a well known authority on world politics and one of the most popular orators of the country. The following is a translation of a portion of his address given before the recent meeting of the Tokio Educational Association. The entire address is printed in a little magazine called the Daisan Teikoku. Dr. Shiga has a contempt for magazine articles and has deliberately avoided expressing his opinions in print. This article being the reproduction of his address is as valuable as it is rare.

In the first half of the address he deals with the contributions Japan has made for the interest of the Allies. He then proceeds to discuss the strategical importance of those Pacific islands the Japanese Navy has taken in the course of its patrol duty against the German commerce raiders. These islands, he says, are worth so many battleships in the control of the Pacific in case of war. Peace between this country and America must in the last resort be founded on balance of power. Japan having hitherto had no naval bases in the Pacific has been handicapped, but the strategical advantage of these islands now constitutes a happy balance to the advantage America has in the Hawaiian Islands and the Philippines. He concludes his address by expounding his stock of trade called "A.B.C. World Politics," the name of which is his own invention. Though there is nothing original in it except the name it is significant for the reason that it is perhaps the most perspicuous expression of the world politics of America, England and Germany as the Japanese now understand them:

Of all whose foresights and discoveries have contributed to the advance of the influence of the white race in the world politics two men stand preeminent, Columbus and Cecil Rhodes. The discovery of Columbus resulted in the birth of the great republic of the United States of America, the influence of which now extends across the continent to the Pacific Ocean, which she regards as a lake of her own garden dotted with such stepping stones as the Hawaiian Islands, Samoa Islands, Guam and Philippines. On the north-west corner of this lake stands a grim rock called Japan. The opinion of the self-appointed owners of the lake is divided as to the question what should be done with this rock. Some are in the opinion that it should be crushed to pieces, while others think that it can safely be left for a while at least as the guard of the eastern entrance of the lake. Wilson and Lansing belong to the latter school, but there is one hard man, who has twice been the Secretary of the Army and not a very long time ago travelled through South America proclaiming what he calls Pan-Americanism and recently came over this way to see what he could do with Russia in way of extending his imperialistic program.

This man, whose name is Root, evidently belongs to the former class. He has been agitating for the extension of the American influence to Russia and China and he is the most enthusiastic advocate of the plan to construct a railway that will connect America, Alaska and Asia. There are two islands lying between Alaska and Siberia and some Americans say that an under-sea tunnel for the proposed railway may successfully be dug across the strait from six points, while others are of the opinion that a quicker job can be done by connecting these islands and the two continents by bridges. Either appears to us an impossible plan, but if the same giant that dug the Panama Canal goes to work in earnest it is not such a wild plan as might appear to a careless observer. Without such a railway the path of the American influence to Asia is already paved through Guam and the Philippines, and if the railway ever be realised America will be in a position to stride over to the Asiatic continent both on land and sea. The movement to connect America, Alaska and Asia will be a main current of the future world politics and it may be called the Three A Policy of America. This is what the discovery of Columbus has led the world to.

The second current of the world politics is the effect of the work of Cecil Rhodes. At the age of twenty this far-seeing statesman had the idea of bringing the permanent peace of the world by the alliance of England and Germany. He originated the plan of laying a railway across the African continent from the Cape of Good Hope to Cairo, extending for six thousand miles. Three thousand miles of it is already built and two thousand and five hundred miles of it depend on

(Continued on Page 13)

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IT SEEMS TO ME YOU FORGET EVERY THING-
I DIDN'T FORGET TO BRING MY UMBRELLA BACK-
IDIOT- YOU DIDN'T HAVE AN UMBRELLA WHEN YOU WENT OUT-
?
GEO MCMANUS 3-12

'A. B. C. World Politics'

(Continued from Page 12)

navigation of the rivers and lakes lying along the line, so that there remains at present only five hundred more miles of railway to build. Cecil Rhodes by promoting the construction of this railway opened the way to the conquest of what had seemed an impossible task of exploitation to Livingston and Stanley. He subjugated the jungle continent for the fair name of Her Majesty the then Queen of England.

In 1899, five years before the Russo-Japanese War, the same Cecil Rhodes in pursuance of his interest for the alliance of England and Germany recommended to the Kaiser to undertake the work of laying a railway that would connect Berlin, Byzantium (Constantinople) and Bagdad. While Germany adopting the idea was trying to establish her influence in Austria, Turkey and Bagdad, England turning her attention eastward from Cairo drew a line of a rival railway that will run to Calcutta. England hoped thereby to make the Red Sea, the Indian Ocean and the Persian Gulf her domestic lakes. These are known respectively as the Three B Policy of Germany and the Three C Policy of England. The plans of Cecil Rhodes have been put in effect but unfortunately the interest for the world peace, for which he advocated these plans, instead of being realised, has led to the present European conflict. England seeing that the spread of the German influence in the western Europe cannot very well be checked by frontal opposition is striking from behind at the Three B Policy. But Germany by the collapse of Russia has discovered the possibility of inaugurating another Three B Policy, namely from Berlin via the Baltic to Baikal. Which of the two three B Policies Germany will hold as more important after this war she herself seems to be uncertain at present. She will probably hold both as equally important and she is sure to advance her influence to the East either way.

Such are the three main currents of the world politics, which for brevity sake may be called A. B. C. World Politics. The Three A Policy of America, the Three B Policy of Germany and the Three C Policy of England, in their conflict and coalition, are going to dominate the world after this war. They are sure to come singly and conjointly storming the Orient. The question which side will win this war makes no difference to the pressure of the A. B. C. world politics on the East and particularly on this country. Japan is the center on which these three forces are gravitating. To the eyes of the white races Japan will appear as a monkey imitating their civilisation and meddling with their game. But in the last thirty years Japan has accomplished marvelous results. The Chino-Japanese War has awakened China, while the Russo-Japanese War has disturbed the European balance of power in that the weakness of Russia exposed by the war has tended to invite the ambition of Germany to conquer her. It also contributed to hasten the Russian Revolution. But the most important and far reaching influence of the Russo-Japanese War has been the general awakening of the non-white races, especially the Hindu. Concerning the recent anti-British agitation of India the English Ambassador is reported to have been greatly alarmed by its deep-rooted character. A certain critic of Denmark said that the present war is the suicide of the white races in as much as Britain relied on the assistance of Hindu and other Oriental races. These are the signs foreboding the birth of a new force that will check and ultimately frustrate the A. B. C. world politics of the white race. Japan may be a meddlesome monkey, but she has a reason to be proud of her destiny, for after all man is the descendant of the monkey.

Self Made Discomfort

(From The New Witness)

Mr. Lenin said in his last speech that he spoke with the discomfort incidental to having somebody's knee on his chest. Any sympathy we might feel in such a case would be rather modified, if we had seen a gentleman in the street deliberately lie down on the payment in the path of another gentleman, to give him every opportunity for this striking acrobatic attitude. And the sympathy we should otherwise feel for the weaker party, in such a quarrel as this, is itself not a little weakened by the fact that Mr. Lenin did everything that he could conceivably have done to make his wicked opponent stronger than himself and his friends.

Lichnowsky's Evidence

(From Philadelphia Public Ledger)

The most interesting portion of Prince Lichnowsky's revelation is that which relates to Sir Edward Grey. Prince Lichnowsky says that the British Foreign Minister, in the Balkan negotiations, "almost never sided with Russia and with France," "but usually took the side of our group, so as not to provoke any pretext for a conflict," When the Prince first went to London, in 1912, he found that Sir Edward Grey's aim was not to isolate Germany but to remove all causes of friction and include her in agreements to secure the peace of the world. There is no reason to doubt the truth of his assertion. Indeed, the British Foreign Office was at times severely criticised for weakness in dealing with Germany and for underestimating the extent of the German menace. Lord Haldane's unfortunate mission to Berlin was an attempt to remove any misunderstanding perilous to good feeling between the countries. But he, like Sir Edward Grey, was only too ready to believe what he wished to believe. Moderate men like Prince Lichnowsky were not to have any influence in the counsels of the Kaiser. His ears were stopped by the siren song of the Pan-Germans. And thus it was that Germany began her "defensive war."

LOST NAVAL PAPERS

The Lost Naval Papers. By Bennet Copplestone. New York: E. P. Dutton & Co. $1.50 (gold).

Spy fever seems to be the common complaint among writers of detective stories. Certain it is that the thrilling exploits and elaborate schemes which are part of a spy's work make up the major part of contemporary detective fiction. This particular group of stories centers about a certain William Dawson, member of the Criminal Investigation Department of Scotland Yard, and the exciting and interesting plots which it is his job to unravel. But though the stories run smoothly enough, there is too little suspense to make them really fascinating for their type. What is more noticeable about them is the element of complication. In many of the tales the number of involutions is amazing. Dawson employs German agents in the English Secret Service; a French detective, "lent" to Scotland Yard, hires a woman to discover a German aviator who poses as an Englishman, while an English detective poses as an aviator to discover a pseudo-Frenchwoman, and the ensuing entanglements are conventionally farcical. In every case, however, Dawson's plan is shown at the beginning as so obvious and simple as to rouse small interest in its success and in the commonplace detective tale one scarcely anticipates failures. Indeed, their interest is a matter of gradual but startling revealments, rather than of psychological study, and when the former is lacking, the hold upon the reader's attention is all too slight. However, Mr. Copplestone is facile enough to keep his narrative going, and the fact that his book is a series of separate stories instead of a long, dull, laborious working out of a single conspiracy tells largely in its favor.

EASTERN RED

Eastern Red. By Helen Huntington. G. P. Putnam's Sons.

Mrs. Huntington's new novel is the story of two women, one a person of wealth and social position, the other a music hall singer. Both are unhappily married; the rich woman, Elsie Harcourt, has a husband she once fancied she loved, but very quickly discovered she cared nothing about. Of course, another man presently appears on her horizon, and the usual complications ensue. Rose Durand, the music hall singer, had also fancied herself in love, but awoke from romantic dreams to find herself chained to a man whose theory was that his wife "belonged" to him. Elsie refuses to divorce her husband, although he has given her ample grounds, because she is "not that sort of a woman," lacks the courage to face newspaper headlines, and is not particularly solicitous about the happiness of the man for whom she has a feeling she dignifies by the name of love. Rose commits suicide rather than hurt her husband's feelings by leaving him when she makes up her mind she can endure living with him no longer. Weakness, futility, discontent, unhappiness, and a vague reaching after better things are factors in the lives of both women.

The book is avowedly a study of the modern woman who "has outgrown dependence and is not yet ready for freedom." It impresses one as having been written, its characters and plot manufactured, simply in order to provide an illustration of its author's theories, the result being that it fails to hold the reader's interest. Clever at times, it is not well put together, and is altogether lacking in dramatic quality. The people are war figures, neatly constructed to simulate humanity, but without any life in them, and therefore their actions and destinies are not matters about which the reader feels any especial concern.

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Tells Experiences In Two Great Russian Revolutions

Mr. H. Bagge, British Consul-General At Odessa, Saw Revolution's Downfall in 1905; It's Success in 1917

Tokio, April 20.—To have been through one Russian revolution is an experience. To have been through two of them is the distinction which is held by Mr. H. Bagge, recent British Consul-General at Odessa. It was the privilege of those who attended the meeting held under the auspices of the British Women's Association of Yokohama at the Gaiety Theater yesterday afternoon to hear something of Mr. Bagge's experiences during the unsuccessful revolution of 1905 and the great revolution of 1917. Having witnessed both movements, having known Russia during the intervening period of tranquillity, Mr. Bagge's evident knowledge of Russia, his weighing of the causes of the breakup of the Tsar's Empire and the reasons for the failure of one revolution and the success of the other commanded the deepest attention from the audience which comfortably filled the auditorium.

"Remember that in 1914 it was Russia, with her well trained army, having been forced into a war by the enemy—a war which peaceful Russia did not want—mobilised with such speed and morale that the plans of the enemy were frustrated in the West," he told his audience after relating his experiences.

Mr. Bagge, said that he had been through two revolutions in Russia and that during the first one, he went into the country by a back door, via Constantinople, and after the second one he left by a back door, Siberia.

In 1915 disorder approaching to a degree the conditions of the recent revolution prevailed, according to Mr. Bagge. Robbery, murder and the torture of animals was common, the latter carried out by Russian peasants who believe that the owner of the animal suffers by the torture, he explained. The revolution of 1905 was unsuccessful because the government maintained control of the post and telegraph system. Order was re-established and Russia prospered.

When the war started, Russia gave her aid. Her mobilisation was speedy and the morale of her forces was wonderful. The Tsar issued his order against drinking, and it met with good results.

Fought Germans With Spades

The splendid morale of the troops continued into July of 1916 when, Mr. Bagge said, Russian soldiers, without proper arms and without ammunition, beat back German advances with spades as weapons. The change became evident during July.

The soldiers were dissatisfied. Supplies were not forthcoming when they were needed; there was dissatisfaction over the way the troops in the front lines were handled and the way the reserves were moved.

In October there was open talk of a revolution. Famine brought it to a head in the early spring, before those who working for it expected or were ready for the upheaval.

Mr. Bagge was in Odessa at the time of Kerensky's visit in May, 1917, he also took part in the welcome to the Tsar upon his arrival at Odessa in May, 1916. He compared the two welcomes and the results of the visits. The Tsar was welcomed with reverence; Kerensky was hailed as the national hero. But within two days after the departure of Kerensky the influence of his visit was forgotten. He believed that words would make the Russians fight the Germans for the cause of the revolution.

The South was quiet until December when the first firing in Odessa took place. The Ukranians opposed the Bolsheviks; later the Bolsheviks were successful and drove the Southerners from Kiev. Mr. Bagge left the city as the Ukranians and their Austro-German supporters were returning to the attack.

British Were Well Treated

After reviewing the Red Cross work which came under his notice in Russia, that of the varous units which went out from England, including the motor unit of 75 women, Mr. Bagge said that the British had at all times been well treated by all factions. To tell anyone that you were British was a guarantee that all possible aid that could be rendered under the trying circumstances would be given, he said.

He said that he had been caring for refugees all during the war and that it was a new sensation to be a refugee himself. Here he paid a tribute to British communities for their aid. In Odessa the British opened their homes to the refugees from Rumania. In Changchun the British opened their homes and men left their homes to turn their places over to women—members of the Anglo-Russia Hospital unit. In Yokohama the same hospitality was forthcoming.

All of the speakers made mention of the fact.

Miss MacGregor of the Red Cross was unable to speak owing to a cold but sent a paper whose obeervations were those of a trained worker. They were first hand from one who had encountered the difficulties of hospital work in localities where it was difficult to obtain supplies, where sanitation was almost unknown and where the wounded arrived in such numbers that they were dumped in the halls and passage ways, there being no available beds. In part she said:

"The Queen of Rumania has the most wonderful, lovable personality. She is worshipped almost as a saint by the soldiers and spends all of her time working for them and her country. She often visited the hospital and her visits did much good. She and her children gave up their own sugar and food in order that the sweets and comforts might be given to the sick and wounded.

Many Deaths From Starvation

"The Rumanian soldier makes a splendid patient, most uncomplaining and good. The peasant class lead temperate lives and are very resistant to hardships. Cold and hunger are not unusual experiences with them in these times. In normal times living in Rumania is very cheap but now prices are tremendous and money is of little value as there is nothing to buy. Many, many persons have died of starvation. In one hospital the patients' dinner consisted of five beans. Soap was unobtainable, dirt and insects were rampant.

"We met with the greatest kindness and hospitality in Rumania, and we loved the beautiful country, especially the Carpathians. We were very sorry that circumstances forced the country into such a difficult position. When there was no more fighting our work was over, and we were disappointed not to find in Russia those who still wanted to fight the enemy. We hope soon to be where we are needed and are so glad to find in Japan so much valuable work is being done in collecting and sending off practical help for the Red Cross work on all fronts."

Decorated By French

COLONEL MACARTHUR

Colonel Douglas MacArthur, U. S. Army, who was decorated with the French War Cross for "extreme valor in participating in a French attack with French troops, in order to observe personally the methods used by infantry and artillery for such engagements, risking his life that the lives of soldiers in the future might be preserved, and capturing, single-handed, a Bavarian officer."

Vacuum Oil Tanker Sinks U-Boat In Fight That Lasts An Hour

An Atlantic Port, March 17.—At the end of an hour's battle between a German submarine and an American tank steamship, the Paulsboro, of the Vacuum Oil Company, which arrived here today, the U-boat apparently was sunk, according to officers of the American vessel.

One of the crew of the tanker was wounded by a shell fired by the submarine. Two other shots struck the American ship, which was not seriously damaged.

The fight took place in the Bristol Channel on February 24. The American vessel was about twenty-four hours out from a British port when the U-boat was sighted. The tanker tried to escape and was pursued. After the American vessel had been within torpedo range for sometime without any attempt being made to sink her in this way, the U-boat began shelling her.

The tanker halted and gave battle. The officer said the shrapnel shells fired by the American gun crew either fell short or passed over the U-boat for a time, but finally one struck the submarine fairly in the center, and she disappeared immediately. The Paulsboro is of about 4,000 tons gross.

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On the rubber planation of the Goodyear company, in Sumatra, the latex is collected from the trees each morning and poured into a large vat. In the evening acetic acid is added and the latex allowed to stand over night. By morning the rubber particles have separated from the water and are ready to be transformed into large rubber sheets.

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TRANSPORTS SPEED UP

Added Efficiency Assists In Handling Of Ships To Great Britain

Washington, March 17.—According to authoritative information from the War Department tonight, American troops are being sent to France faster than at any previous time since the war began. The speeding up process in the matter of troop shipments about which so many forecasts were made is said to be a reality.

Concerning numbers, the only permissible statement is that Secretary of War Baker's promise of half a million men in Europe early this year is being fulfilled and that there will be ample means of getting 1,500,000 troops in France before next January. After that the number will depend on how many more men are needed, measured in millions or in thousands, to carry out the mandate of the American people to win the war.

With regard to the new records being established in speeding up shipments of troops, the War Department regards these causes as contributing largely to the marked improvement in condition:

Improvement in the handling of ships for troop transportation, whereby one ship is made to do the work of two or even three ships under previous conditions.

Improvement in loading and unloading facilities here and abroad.

Success of an arrangement with the British Government whereby British ships available for troop shipments are exchanged for American and other cargo carriers.

Improved weather conditions.

Disappearance of the bunker coal crisis.

The records being made do not take into consideration the acquisition of approximately half a million tons of Dutch shipping which is to be taken over by the United States tomorrow.

Ship Exchange Important

The exchange of troop ships and cargo carriers being made by the United States and Great Britain is highly important, according to army officers here. There long has been a mistaken impression that every time the Allies are pinched for food, troop shipments must slacken materially. This is not the case. The ships which carry food to the Allies never carry troops, and conversely the troop ships do not carry the food and supplies which the Allies need. The two plans are worked out separately.

Incidentally it is said here that the situation with respect to food shipments to the Allies is improving greatly. Great Britain and France admittedly were worried about cereals for the month of March, but their fears have proved unfounded. The need for cereals may be great during April, but this difficulty is not causing concern.

Much emphasis is laid at the War Department on the improved methods of handling troop ships, which have contributed to such a surprising degree to the speeding up. Major-General Goethals, Quartermaster-General of the army and in charge of transport facilities, gets much of the credit for the recent evidences of improvement.

Efficiency Doubled

According to army officers, if a purely arbitrary example taken it is evident that if it took a ship six days to load, twenty days to reach port and six days to unload, the efficiency of this means of transportation can be doubled by loading the same ship in three days, sending it to Europe in ten days and unloading it in three days. The ship, under new conditions, is equal to two ships under the old. It has been along this line that improvements very important in character have been carried out.

It is because of the importance of this that Secretary Baker is now paying particular attention to docking facilities on the other side.

Here's The New Band Wagon

THE BAND WAGON. COMMITTEE ON PUBLIC INFORMATION, SUPPLIED BY INS

The marines who formed part of the American Expeditionary forces did not lack entertainment on their long trip from the seaports to their training camps in France. The band played popular war songs along the entire route.

AMUNDSEN PLANS NORTH POLE TRIP

Explorer Hopes To Reach Goal In Egg-Shaped Ship Of Own Design

New York, March 20.—In a new ship of his own design Captain Roald Amundsen, discoverer of the South Pole, is planning to reach the North Pole, and there make observations which will be a permanent contribution to science. Captain Amundsen says his craft is the only one of its kind in the world. According to his own description, it is shaped, as to hull construction, like an egg. His theory is that such a hull will enable his vessel to rise above the floes under pressure of the ice.

It is his conviction that the ship Fram came to her untimely end because she was square-sided and so forced to depend, unsuccessfully, on resistance to ice pressure rather than ability to evade it by rising above it. He has named the ship Maude. His crew will consist of eight men.

Captain Amundsen arrived here yesterday after visiting western battlefront. While here he will obtain supplies for his journey. He expects to lay in stock for seven years, although he asserts he hopes to accomplish his mission in four years.

Starts In June

Captain Amundsen is planning to start for the Arctic Ocean from Christiania, Norway, in June or July and intends to follow the Siberian coast. He will remain in this country no later than April 1, provided he is able to procure by that time the equipment he considers essential to the success of his undertaking. Airplanes will be included in his equipment, provided they can be obtained. The demands of the war program here and abroad make it probable, the Captain declared yesterday, that he cannot obtain the airplanes he wanted. Captain Amundsen is a licensed air pilot and said if he could get the craft he would endeavor to enlist an American aviator to accompany him.

"I can conceive," he said, "of circumstances in which the final dash for the pole could be made in no better way than through the air. That is why I am so anxious to obtain airplanes. I have already two pilot balloons capable of rising from 5,000 to 10,000 yards into the air. I intend to attach instruments to these and so obtain records which would not otherwise be procured."

Depends On New Ship

Speaking of his new ship, Captain Amundsen said:

"I built her myself, and her shape, I think, will bring her through in safety. At any rate, it is that on which I am depending. My father was a shipbuilder before me, and I know, at least, that the Maude is as well suited to her tasks as a ship could be. She is of 900 tons register, 120 feet in length, and a beam of 40 feet. There is practically no point on her hull which does not present the curved surface of an arc to outward pressure. How she can become jammed I do not see, and I hope I never shall.

"I have equipped her with crude oil burning engines, as well as sail, but it is my hope that most of the northern journey may be made without the use of power. It might be said to be the invariable rule that a ship following the course I intend to pursue becomes fast in the ice, and must drift with the current whether she likes it or not. Although I trust to the design of my ship to keep her from becoming fast against my wishes, I intend, nevertheless, to drift as long as the drift is in the direction I want to take."

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Where's the Man From this Home?

While we are secure in our homes, playing golf, watching the races, or at the theater . . HE is

Fighting at the Front

While Our Wives (Bless 'em) have us still here to L, H & O - - - HIS

Wife Works and Waits

Always wanting . . Always fearing
News from "Over There" - - - -

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Let Your Dollars Work!

(This space donated by Central Garage)

Spike the Kaiser's Guns with a Big Wad of Liberty Bonds!

War Aims Of British Labor Party Include Change Of Ministries

J. Ramsay MacDonald, Leader In Parliament, Says Party Will Work For Change Of Government

By J. Ramsay MacDonald
(Foremost British Labor Leader, Labor Member of Parliament)

The conference of the allied Governments recently held at Versailles decided negotiation for clearing misunderstandings about war issues, and for the pinning down of the Governments to definite and open statements as to their national aims was useless.

It has not deigned to notice the publication of the secret treaties which bind us to conquests that have no place in the declared issues for which we went into the war, and which have been agreed to without any reference to the populations concerned. It saw the enemy countries troubled by internal strife owing to an awakening democratic spirit, but apparently has decided that ought only to stiffen their own military back.

The fabric of civilisation—liberty, credit, humane considerations—crumble in a war of attrition, but the Governments have nothing to say to us except that the upheaval must go on to the end.

This is one policy, and no one can complain that it is ambiguous.

Rival Policies

Against it there is another policy, best outlined as yet in Lord Lansdowne's letters and embodied in the British Labor Party's war aims memorandum. That memorandum was meant for the people of the general Powers in order to get a response from them, and as a generous expression of what democracy would like to see worked out politically after the war has ended.

Our rival policy is based on the assumption that political means must be taken to settle political problems, and that the ups and downs of battle ought not to be marked by ups and downs in programs of aims, and that peace in these times must rest upon national agreements and not upon edicts imposed upon the vanquished by the victors.

Old Voices And New

The decision of the Versailles Conference begins a new phase of the war. If there can be no settlement of the war except at the expense of liberty, I see no way except to fight to the death, but the Governments are making no attempt to find out whether that is so or not. Count Hertling's speech, we are told, means war for us. The allied pronouncement, the Germans are told, means war for them. At no point is reason allowed to enter. We are, therefore, caught up in a war of attrition to which no absolute military issue is possible because the finish cannot now be by a clean stroke on the field, but by an exhaustion which will come from the starvation or by the horrors which will come from revolutions.

The duty of every man who wishes to save his country and his generation from ruin is to end this chaos of fear and distrust, and to make a new voice heard speaking of realities.

For this the old Governments in Europe are impossible agents.

They have caused the chaos; they have spoken the words which have darkened the fears; they cannot allay the evil spirits they have called into being. When they speak wisdom they are not believed by the enemy. They cannot lay the beginnings of negotiations because their past policy forbids them.

A change in Governments is essential if reason and common sense are to be brought to our aid now.

If a different Government now spoke for England—not a Government of surrender, but a Government of clearly defined democratic aims, a Government ready to discuss them, to seize such openings as Count Czernin gave, and to remove suspicions from the minds of the peoples of the Central Powers—Europe could have peace.

So it seems to me that the one thing now to strive for is a change of Government.

It may have difficulties with some of its allies, but they will not be serious, because the people of the allied nations, like our own, entered this war for moral aims and will welcome a return to those aims. It will have no difficulty with the army, which, if it has to continue fighting, will accept its duty all the more contentedly when it knows that every opportunity to end the fighting is not only being watched for, but is being made.

War Widow To Wed U.S. Lieutenant

Madame Simone Puget, widow of the famous French poet who was killed in France in the early part of the war, is to be married to Lieutenant Fred G. Singer, of New York. Lieutenant Singer is the son of Franklin Singer, of the Singer Sewing Machine Company. He is now in Pasadena, Cal., recovering from the effects of gas poisoning received while fighting with the British army in France. He is soon to return "over there" as an American soldier. Madame Puget, having heard nothing of her husband for weeks, made a remarkable trip to the front lines in 1915, disguised as a French soldier. She arrived after many hardships just as her husband was fatally wounded.

Famous Artists Give Their Skill To Nation For Third War Loan

Christy, Pennell, Leyendecker And Others Make Designs For 9,000,000 Striking Posters

Washington, March 9.—Posters proclaiming the Third Liberty Loan in striking phrases and colorful designs—nine million of them in more than a dozen styles—now are being distributed to every city and hamlet of the United States. The Loan will open on April 6.

The posters are the silent sales agents of the bonds. Their preparation has taken months of planning and careful choosing. Hardly had the Second Liberty Loan campaign closed before the country's foremost artists and designers were invited to go to work on posters for the third loan.

The result is a collection of striking posters, considered artistically and psychologically better than any attempted in the two previous loan drives. Soon they will be familiar sights in store window, on bill boards and in all public places. In addition, five million window stickers, 50,000,000 poster stamps and 16,000,000 badges have been ordered and will be ready for the opening day of the campaign.

Famous Artists Aid Freely

Some of the designers of the Liberty Loan posters are Howard Chandler Christy, Joseph Pennell, J. C. Leyendecker, Sydney Riesenberg, Herbert Paus, Henry Raleigh and Sydney S. Stern. All contributed their work without pay. Scores of other artists submitted designs which were reluctantly rejected.

One of the most striking posters—that of Joseph Pennell, the Philadelphia marine artist—portrays a great battleship alongside wharves bustling with war-time activity—motor trucks, swinging cranes and smoking stacks, with airplanes overhead. It is executed in etching style, and the title is: "Provide the Sinews of War. Buy Liberty Bonds."

Howard Chandler Christy contributed a stirring design. A slim young modernised Goddess of Liberty waves aloft an American banner and with out-stretched arm points to a file of soldiers marching past. "Fight or Buy Bonds" is the title.

A poster which will arrest instant attention shows a steel-helmeted American soldier springing from a trench and bearing a billowing American flag. "Over the Top for You—Buy U. S. Government Bonds—Third Liberty Loan" is the message it carries. The work was done by Sydney Riesenberg.

Remember Flag of Liberty

The fact that many naturalised Americans contributed largely to the success of the first and second Liberty Loans has been recognised and one of the posters was planned particularly for distribution in the foreign language sections of the cities. A sturdy immigrant, with his wife and boy, are seen in the foreground, with a flag behind. The words of advice are: "Remember the Flag of Liberty. Support It. Buy U. S. Government Bonds."

The Lincoln poster has attracted much attention in advance of its general publication. It shows a bronze tablet with a bas relief of the martyred President. A quotation from his Gettysburg address is: "So that government of the people, by the people and for the people shall not perish from the earth." The words "Buy Liberty Bonds" have been added.

"Halt the Hun" is the watchword proclaimed by another poster showing a stalwart American soldier smiting the helmeted figure of the enemy about to seize a crouching woman and child. Henry Raleigh drew the design in crayon.

An Appealing Design

The figure of a little girl clasping a Liberty Bond to her breast, adorns one of the posters with this subscription: "My Daddy Bought Me a Government Bond, Third Liberty Loan. Did Yours?" Publicity directors of the loan regard it as one of the most appealing of their entire collection.

An agricultural poster depicts a farmer lad in khaki bidding farewell to his father, saying: "Goodbye, Dad. I'm Off to Fight for Old Glory. You Buy U. S. Government Bonds."

Independence Hall is shown on one poster, with the historic liberty bell in a corner. "Ring It Again, Buy U. S. Government Bonds," is the inscription.

"Are You 100 Per Cent American?" is the caption of an attractive poster by Sidney S. Stern, a young New York artist.

Herbert Paus has contributed another of the soldier designs, showing a group of fighting men climbing over the trench top. The caption is: "To Make the World a Decent Place to Live In." The dark figures are silhouetted against a lurid sky.

Soldier's Dream of Victory

For billboards, the publicity manager has arranged a huge design of a soldier asleep, with No-Man's-Land in the distance, and above him, in a vignette, the embodiment of his dreams of victory—cheering troops marching homeward. "Make His Dreams Come True," the poster preaches. "Buy U. S. Government Bonds. Third Liberty Loan."

Another poster portrays a child at his mother's knee, praying for the safety and victory of his brother in France, in those words:

"Now I lay me down to sleep,
I pray the Lord my soul to keep;
God bless my brother gone to war,
Across the seas, in France so far.
Oh, may he fight for Liberty,
Save millions more than little me
From cruel fates or ruthless blast,
And bring him safely home at last."

Do You Envy Others Their Health?

Thin, impure blood is a standing invitation to sickness. It is an open door that indigestion, malaria, neuralgia, sciatica, rheumatism and nervous troubles find easy to enter and prostrate the defenceless body.

Dr. Williams' Pink Pills for Pale People will build up and purify the blood until it becomes a health-bearing stream. No part of the body can escape their beneficial influence. Their effect is general and soon the appetite picks up, the digestion becomes good, the eyes brighten, the liver becomes active and the skin takes on a healthful tint.

Send today for our free booklet, "Building Up the Blood."

Dr. Williams' Pink Pills are sold by all chemists, or will be sent, postpaid, one bottle for $1.50, six for $8, by the

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HELP MY BOY WIN

"He's over there—MY BOY—fighting for RIGHT and he MUST WIN"

And if there were tears that day, when he threw HER a last loving kiss and marched away—they were warm tears of motherly pride that HER BOY was among the first to go. HER BOY! In her memory he would always be the brave, little, curly-headed general, who, mounted on his rocking wooden charger, would brandish his battered tin sword and lead his columns of boy-dream Soldiers into battles that were always won.

Thousands of MOTHERS appeal to YOU to HELP THEIR BOYS WIN! When they are giving THEIR SONS, whom no amount of wealth could buy, and these boys are giving THEIR LIVES—are YOU withholding MONEY? You are not even asked to GIVE, you are only asked to INVEST in LIBERTY BONDS that will pay you AN ANNUAL INCOME

BUY LIBERTY BONDS

If you have already bought, and you can afford it, BUY MORE. Invest every cent that you possess, or that you can borrow and compared with the supreme SACRIFICE OF LIFE—you have done nothing.

LIBERTY BONDS sales close tomorrow afternoon. On sale at International Bank, Hongkong & Shanghai Bank, Banque de L'Indo-Chine, Banque Industrielle de Chine, or the U.S. P.O. Even if you can only afford $5.00 U.S. Cy. per month, YOU CAN HELP THE BOYS WIN.

(This space donated by GIBSON & STEWARD, Agents for the ROYAL TYPEWRITER)

Show the Kaiser Shanghai's on the Map. Buy Liberty Bonds!

American Arrives Just As Shell Dump Blows Up

Robert A. Drake, French War Cr oss Winner, Tells How His Timely Arrival Saved Lives Of Po llus—Soissons Front An Inferno Of Fire And Sudden Death

By Robert A. Drake, Of Harvard
(Winner of the French Cross of War)

As my partner, Wally, and I wandered into the streets of Ostel, near the Soissons front, on the night of last August 3, the moon came up slowly, serenely, behind some woods on the hill. Instantly the jagged outlines of the shell-blasted trees stood black against it.

The trenches with their guarding soldiers were only a thousand yards away from us. There lay French and Germans almost face to face. But not a sound, not a stir of life.

French soldiers were taking advantage of the calm of the night. Leaning back against the dirt walls or crowded together in deep, narrow dug-outs, men were smoking quietly or slumbering.

A throng of shadowy forms appeared suddenly in the whitely moonlit street and moved forward like ghosts, black against the pallid illumination. Squad after squad came and passed—engineers who were gathering great rolls of barbed wire and the great iron stakes to carry to the front.

"Let's sleep," suggested Wally. We picked up stretchers and blankets, descended into the cellar and settled for a soothing night of utter rest. Then inferno broke loose.

Bombardment Ends Sleep

Moans, screams, whistles, shrieks and roars stormed overhead. Explosions, vast tremors of the solid earth, crashes, thunders, echoed and reechoed. These noises defied computation. Within a single second there would be three or four concussions that proclaimed the landing of great shells. Some struck far off and we heard only the distant roll of their blast. Others burst so close that the air pressure beat painfully into our inner ears, while the arched ceiling of the dug-out quivered, and dirt came rattling down.

"Ah, mon Dieu!" A moan sounded in the doorway, and a man came crawling down the stone steps on his hands and knees. He was dragging one leg piteously, like a poor, wounded bird. His face, glistening with perspiration, bled from a mass of scars—the cuts of barbed wire and of shell fragments.

While his wounds were being dressed he told the story of the night. He was one of the group of engineers who had passed us. Detailed to erect entanglements between the lines, they had been seen by the Germans and caught in a surprise attack. Trapped helplessly, they had been wiped out. More wounded men came into the dugout.

Now the German shells were arching and falling terribly, like a terrible rain. It was curtain fire. The Germans were searching all the roads.

Crawling And Staggering

Men were hit on the street just outside of the sanitary dugout. One after one they came down, staggering, crawling, moaning. In fifteen minutes our cellar was transformed into a fetid hole, bloody crowded with anguish, resounding to moans and cries.

Soon the little poste was so filled with wounded that it became imperiative to transport some of them to a rear hospital. We wanted to delay a bit—but we wrapped up our blankets and folded up our stretchers.

For a moment the curtain fire seemed to pause. We dodged out and ran to our ambulance. Before I could turn the engine over the fire bursted with redoubled fury. We made a dive instinctively for the cover of the dugout entrance.

"Both headlights broken! Radiator's a-leak!" I gasped.

"Front window busted!" responded Wally. A group of Frenchmen rammed us, and we projected ourselves in one mass into the dugout, as a tremendous report in the middle of the street announced the impact and explosion of a big shell.

Out we went again, with Frenchmen bearing stretchers that carried six badly wounded men. The stretcher bearers hurried them to the car and slid them in with a bang. Before I had well grasped the steering-wheel the Frenchmen were back in the dugout.

The engine started. We ran out from the shelter of the two walls that had given some protection, an turned sharply into the long road.

In The Thick Of It

A broken-down soup kitchen blocked the road and stopped the ambulance for a few horrible seconds. A man raced past with a gas mask in his hands. "Gas!" he yelled. "Masque gas!"

Wally slipped my masque from my shoulders and adjusted it around my face while I steered the heavy ambulance, which threatened every moment to lurch or skid off the smoke-veiled road.

A huge shell struck and burst so close that the mere nervous shock made me drive my foot down, quite unwittingly on the accelerator. The ambulance actually leaped. With a terrific jounce it dropped bodily into a vast shell-hole.

"Doucement!" "Go slow!" Shrieks and whimpers came in horrifying chorus from the car. Shell fragments hammered the body of the car.

The rear post seem like a little Heaven when at last we saw it far down the road. All that night we ran back and forth thus between peace and inferno. When we got back to camp at last to rest, it was hard for me to realise I had been in anything real. It seemed like a long and hideous delirium.

The sector remained a deadly place. During the days following that great attack, thirteen men were killed just outside of the sanitary dugout at Ostel. Two days later Wally put our car into a great pool of blood in the middle of the road when he tried to turn it. "Lucky you didn't stop there last night!" said a young doctor. "The driver of a French ambulance was backing in when an Austrian 210 came down on top of him. It killed him instantly."

Shell Dump Blows Up

Just before the middle of that month (on the unlucky thirteenth) "Hump" Parsons took undue advantage of an apparent inactively, and decided to stroll up the road to look at some third-line trenches. He strolled up without incident—but on his way back he had incident enough to content any man for a month. At one time three big shells "crumphed" right alongside of him.

On that same road two other men of the American section ("Ducky" and Bill Bullard) were only six hundred feet away from a French battery, when a German shell came in, and the whole ammunition pile blew up.

That same day we went through a village far behind the front lines—at least it seemed far away. "A big punch of wounded came down from here yesterday," said Wally.

"From here?" I inquired, incredously. "This town is too far from the front to be shelled!"

Just then a dozen men appeared on one side of the road and raced frantically into a dugout on the other side. Boom! A shell struck and burst less than 200 feet from the car in a field and we were in a little storm of flying dirt for a moment.

Just ahead of us Al Skinner's car was rocking, under his desperate efforts to turn it quickly in the narrow street. "I'm going 'round by ——," he shouted. "Follow me!"

That same night as I lay dozing in the dugout at the front post, I heard shells blasting their way through the nearby town. All at once one of the boys, Matty, plunged into the dug-out.

"Say? Did you hear that last one?" he puffed.

"Pretty close I should say," I answered.

"Close?" repeated Matty, disgusted. "Close? A-a-sk me. A munition team blocked the road for a second—just in time, let me tell you! Before I could swear at 'm, a shell hit the road in front, just where we'd have been if we hadn't been blocked!"

On August 18 our chief said: "Polish your belts and puttees."

A "citation" is the official recognition of good conduct under fire. Nobody knew just what men were to be decorated; but all knew that the flag of the section was going to have another cross added to it.

Next morning as we proceeded to the scene of the ceremony, we saw two German aeroplanes high overhead.

Our leader said: "You five men on the end take three places to the front."

We five started. "Come on! You're the fifth one!" said the chief to me.

Cringes As He's Kissed

Tommy Toms, one of the chosen five, held back, muttering: "I can't take that there Cross! I've been in the Section only a month.

A flourish of hunstman's bugles announced the arrival of General Brissault! The tall, straight figure in dark blue advanced to the front of our line and at a signal the flag of the Section was brought forward and held unfurled while the General pinned the Cross of War on it. It was the Section's third citation. "The strains of The Star Spangled Banner" sounded slowly, grandly; and, cannon-thunder far away accompanied it.

Then we stepped forward. The general read Tom's citation, pinned the cross on Tom, and—kissed the blushing youth on both cheeks.

My turn was next: The only words of the citation I remembered were "asphyxiating gas." I felt the General's hand adjust the cross deftly—the cross with the silver star!

When the general decorated old Rip Flagg, the veteran "scrooched" and twitched so comically at the kiss the rest of us nearly committed the horrible faux pas of laughing.

Copies Of Citations

I collected the copies of the citations the section had received. The first was won in 1916. It read:

"Section Sanitaire. No. 5. The general commanding the Second Army cites Section Sanitaire, No. 5 (Harjes)—It accomplished during a period of eleven days of combat, from March 8 to 19, evacuation of wounded in a zone particularly shelled by enemy artillery with absolute scorn of danger. Besides, all its personnel has shown a remarkable devotin and endurance in assuring, by an average service of nineteen hours a day, the maximum of service possible from the unit.

"The General Commanding the Second Army,

"PETAIN."

At the Staff of the Twenty-sixth Division, April 19, 1916.

The second citation was:

"Third Corps Army Headquarters, June 23, 1917. The general commanding the Third Army Corps cites in the army orders the Section Sanitaire American No. 5.—An American section very courageous and devoted, which assured the evacuation of the sick and wounded of its division in a very dangerously bombarded sector, where two drivers were seriously wounded, and seven cars struck by shell splinters,

"The General Commanding the Third Army Corps,

"LEBRUN."

The last citation (the one described here) was:

"The Section Sanitaire No. 5—A section directed by the American Lieutenant Thayer Drake recently attached to the Sixth Division. It has had occasion to function for the first time with the division during the attacks of July 20 and the counter-attacks immediately following. It has distinguished itself by evacuating the wounded with the maximum rapidity over routes subjected to an excessively violent bombardment, thus giving proofs of exceptional coolness and courage. It has already been distinguished at Verdun and during the Battle of the Aisne.

"At the P. C. August 19, 1917.
"The General Commanding the Sixty-sixth Division.

"BRISSAULT."

Siccawei Weather Report

26.—The depression of Pechihli grew very deep while progressing towards South Manchuria. Fresh Westerly winds in the North at the rear of this depression. The barometers, which had shown a tendency to rise all over China fell again during the afternoon in Kiangsi and Chekiang. Easterly breezes in our regions.

27.—Misty weather with slight rain beginning at 7 a.m. Barometer slowly again at 9 a.m. N.E. breezes.

Saturday, April 27, 1918.

Weather	4 A.M.	9 A.M.
Bar. at Centg., mm...	761.45	762.38
Bar. at Centg., inches.	29.98	30.02
Variation for mm 24h	†3.26	†0.45
Variation for mm 12h	–0.19	†0.46
Wind—Direction	NE	NE
Wind—Kilom per hour	15	9
Wind—Miles	9.3	5.6
Temperatuer—Cen ...	11°6	13°6
Temperature—Fah ...	52.9	56.5
Humidity co	95	87
Nebulosity 5-10	10	10
Rainfall mm	—	0.1
Rainfall inches	—	0.00

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Peking Day By Day

Dead Or Alive?

The scribes of the Peking press appear to be greatly agitated over the question whether General Lu Yung-ting, of Canton, whose death was recently announced, is really dead or alive. One writer says that there is now some sort of argument going as to whether General Lu Yung-ting is dead or not. The people in Hongkong appear to be confident that General Lu has crossed the Great Divide while reports are equally emphatic from other places that while General Lu has been sick he is still in the land of the living. It seems strange that an official so well known should not be able to be located and whether he is living or not ascertained.

The Peking Daily News writes a racy article which begins by citing the historic case of Queen Anne and goes on to inquire: Was Lu Yung-ting a sort of military and political Mrs. Harris? Was there ever such a person as Lu Yung-ting; and if there was, is he dead or not? We received very definite information a few days ago that he was dead. The next day a contemporary referred to one of his victories, a victory achieved since the date of his alleged death. Then the Government issued a notification of his death; and two nights ago a local news agency stated that the reports of his death were, like those of Mark Twain, on at least one occasion, exaggerated. Today other circumstances suggest a suspension of judgment in the matter—perhaps it is a case of suspended animation! Of course, if Lu Yung-ting never existed, it is natural that there should be uncertainty about his death. Those who concocted him into life may not be agreed as to the advisability of his death, and so he may be both dead and alive, thus affording a proof that all truth is subjective and has no reference to reality—because reality does not exist.

Of course, Lu Yung-ting's death will be a joke to the outside world, but it is no joke to journalists. We have spent several nights tossing to and fro wondering whether he ever existed or not, and whether he can possibly have died. We hardly dare write a candid obituary lest, if he is not dead, he should do as a famous journalist whose death was mistakenly reported did, namely, use the obituary as a testimonial and ask for a rise of salary. Seriously, however, when there is such difficulty in getting to know whether there ever was such a man as Lu Yung-ting and whether he is dead, how can you expect us to know whether Japan has or has not made any demands upon China?

Question Of Enemy Deportation

According to a pro-German vernacular paper, a joint telegram has been received by the Government from the Chambers of Commerce of Shanghai, Hankow and Tientsin, protesting against the proposed deportation of German subjects. It says: "Since the declaration of war against Germany, the German subjects in this country have been willing to submit to the restrictions provided for in the Regulations promulgated by the Ministry of Interior. But we are now surprised to learn that it has been decided to send these prisoners to a British (*Sic*) island far away from the China Sea. There are German prisoners in Great Britain, Japan, France, etc., but they have never been treated in that way. If the Government should yield to the demands of others, we will lose our sovereign rights and become a laughing stock to the foreigners. There are German Concessions in Tientsin, Shanghai and Hankow, why can we not send these prisoners there and station a sufficient number of policemen and precautionary troops to guard them? Moreover, the Government must consider the fact that there are also Chinese merchants and students in Germany, unable to return to China. If the German Government should treat them as we have treated their subjects here, how can we find means to redress the grievances? We hope the Government will respect its own rights, and act for the interest of the people of the country."

British Missionary Kidnapped

It is stated the British Legation has made representations to the Ministry of Foreign Affairs that a British missionary in Funing Hsien, Fukien, has been kidnapped by local bandits. The Ministry has communicated with the Shengchang of Fukien about the matter.

A Military Conference

There was a military conference held on April 22 when a number of important questions were discussed and several new measures connected with the south-western question were decided on. The proceedings were kept strictly secret, but the results were wired to Premier Tuan Chi-jui in Hankow for approval. General Chin-Yun-peng presided.

Austrian Prisoners Isolated

Thirteen Austrians in the internment camp are suspected to have contracted contagious diseases and have been sent to the Metropolitan Hospital outside the Shunchihmen for treatment.

Chinese Students In Japan

The appointment of Mr. Chin Pang-ping as Superintendent of Chinese students in Japan is contemplated by the Ministry of Education. Mr. Chin was educated in Japan, and has held many important official posts. He is now the Director of the Tangshan Railway and Mining College.

Hunan And Hupeh Affairs

General Chiang Yen-hing was received in audience by the President on Monday. His report on his mission to Hupeh and Hunan and his plans regarding the reconstructive work in the two provinces were very much appreciated by the Chief Executive.

Money Wanted Everywhere

Never before has the Ministry of Finance received at a time so many telegrams demanding remittance of funds. The China Merchants' S. N. Company want $95,000 as payment for the charter of ships by Feng Yu-hsiang's troops. The Tuchun of Fukien needs $200,000 to pay the Chekiang troops who will arrive in his province soon. The Tuchun of Kiangsi says that the last remittance of $500,000 has been exhausted and another remittance is needed for his army. The Tuchun of Hupeh asks for $100,000 to pay the workmen of the Hanyang arsenal. The Chinese Minister to Tokio says that the remittance of $20,000 as extra expenses for this month is due.

Farewell Audience With President

General Mu Ching-yu, Garrison Commander of Chaochow and Co-Director of Military Affairs of Kwangtung, has had a farewell audience with the President. General Mu has been given directions and plans for the future military operations in Kwangtung. He is also entrusted with the conveyance of a considerable sum of money to cover the April expenses of the troops under General Lung Chi-kwang and a large supply of ammunition and other military necessities. General Mu leaves tonight for Hongkong, he will then hand over the supplies and money to General Lung Chi-kwang before proceeding to his post at Chaochow.

Diplomatic Changes

Now that the new French Minister has arrived, Count de Martel, who has been acting since Mons. Conty's departure, and who has been over four years as First Secretary in Peking, will go on a well-deserved furlough. He will be replaced by Mons. Mangras, who was recently at Bangkok, and now comes here as soon as possible. The Count and Countess de Martel will both be greatly missed in social and sporting circles, in which they have always taken a most prominent part.

South Wants To Bury Hatchet

A vernacular paper reports that Wu Ching-lien and Wang Cheng-ting, two prominent Kuomintang members of the defunct Parliament, have addressed a joint letter to Premier Tuan Chi-jui. The communication first calls the attention of the Premier to the length of the civil war and the absence of a legally constituted legislative body in the country and then proceeds to state that, if the Premier can forget what has happened in the past and reassemble the dismissed Parliament, there will remain little for the South to fight for and the question of concluding peace between the North and the South will be easily settled.

Mounted Mongolian Bandits

The Government has received a telegram from the chief of the Chaowutai League of Inner Mongolia, in the east of Chahar, to the effect that, in order to assist the Central Government to suppress mounted bandits, he has organised three battalions of Mongolian mounted soldiers, who have been picked out from among the best Mongolian riders of the various tribes under his control and that these battalions can be despatched to inside Kalgan whenever their services are required, provided the Government will supply arms and money for their maintenance.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 27	Ningpo	Kiangtsen	2012	Chi.	C.M.S.N. Co.	KLYW
" 27		Chiyoda maru		Jap.	O.S.K.	
" 27	Hankow	Tsecngtah	475	Br.	C.I.& H.L.Co.	
" 27	Hongkong	Katori maru	6262	Jap.	N.Y.K.	WSW
" 27	Hongkong	Venezuela	503	Am.	P.M.S.S.Co.	Woosung
" 27	Hongkong	Suiyang	23	Br.	B. & S.	WTW
" 27	Hankow	Luenho	1520	Br.	J.M. & Co.	SHW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Apr 27	Weihaiwei, Chefoo & Tsin	Shuntien	1082	Br.	B. & S.
" 27	Dairenwangtao	Upolu	700	Rus.	E.M.A.
" 27	Japan	Yawata maru	3562	Jap.	N.Y.K.
" 27	Hongkong	Siangyang maru	2225	Jap.	N.K.K.
" 27		Poyang	1893	Br.	B. & S.
" 27	Tsingtao and Dairy	Kobe maru	2643	Jap.	S.M.R.
" 27	Hankow	Meifoo	406	Am	S Oil Co
" 27	Japan	Yei maru	1599	Jap.	K.M.A.
" 27	[illegible]	Kiangteen	1612	Chi.	C.M.S.N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
EVIII		Cruise	Chiyoda	Jap g-b.	..	..	..	
MMB	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
CNWP	Oct. 26	Cruise	Nightingale	Br. g-b.	85	..	..	
PAOBI		Cruise	Villalobos	Am.g-b.	..	..	..	

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Passengers Arrived

Per C.M. s.s. Feiching from Cheefo: Dr. Wong and K. Williams of Red Cross.

Per C.M. s.s. Kiangten from Ningpo: Revs. J. T. Proctor, F. J. White, I. M. Espoy, F. D. Bike and O. C. Cramford.

Per C.N. s.s. Suiyang from Hongkong:—Messrs. Baker, Beacae, Backland, Capt. Cogan and Mr. and Mrs. Frigimate.

Per I.-C. s.s. Luenwo from Hankow:—Messrs. O. Usoff, Looc, B. Lanning and Bagolin.

Per N.Y.K. s.s. Katori Maru from Hongkong:—Misses H. H. Remedios, E. Osmund, Mesdames F. M. Ozario, B. S. Eye, A. L. Davidson, Misciohoska, F. R. Fitzsimmon, Messrs. I. Iida, H. T. Whitehouse, L. Gameau, O. Wyss, C. M. Eye, R. Dixon, J. Davidson, J. Delbourgo, S. B. Neill, M. Meslin and P. J. Fitzsimmon.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 28, 1918

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
River Ports..	Train & Str.	21.00		..	..		21.00
Hongkong and beyond	Chicago maru	..	..	..	..	A18.00	12.30
Hongkong and Canton	de	14.00	..	..	..		13.30
Peking and T'sin (Every day	Train	..	7.00	..	..	..	17.00
T'sin (Daily except Sunday)			15.00	..	..	..	..
				..			
Tomorrow							
Russia via Siberia(Express)	Via Pukow	11.00	17.00		18.00	..	20.30
Hongkong			17.00	..		..	
Hongkong and Canton	Suiyang	21.00		..		..	21.00
River Ports..	Train & Str.	21.00		..	..	..	21.00
Hankow..		..	17.00		..	..	..
Ningpo			15.00	..	..	..	..
Amoy and Swatow			14.00	..		..	..
Japan, Canada, U.S. & Europe	Shinyo maru	20.00		..	..	..	7.00
Amoy and Swatow..	Holhow	11.00		..	..	..	0.30
Tuesday, April 30.							
Weihaiwei, Chefoo & Tientsin	Fengtien	14.00	3.30	..	..	..	3.30
Newchwang..	Wenchow	13.00	..	..	..	..	13.30
Japan & America v. Nagasaki	Shinyo maru			..	..	A8.30	8.00
Nagasaki, Honolulu, Canada, U.S.A. & Europe via U.S.A			6.30	..	..	..	7(29)
River Ports..	Train & Str.	21.00		..	..	..	21.00
Swatow and Hongkong			13.30	..	..	..	..
Tsingtao, Manchuria & Dairy	Sakaki maru	11.00	..	..	..	..	0.30
Weihaiwei, Chefoo & Tientsin	Koonshing	14.00	..	..	..	..	13.30
Wednesday, May 1.							
Japan and America via Moji	Kumano maru		..	..	..	D12.30	12.00
Russia via Siberia (P. Train)	Via Pukow	21.00	17.00	..	18.00	..	20.30
Japan Ports..	Kumano maru	11.30	12.00	..	..	..	1.00
Amoy and Hongkong			14.00	..	..	..	..
Swatow, Hongkong & Canton	Wingsang	14.00	..	..	..	..	13.30
Thursday, May 2.							
Japan & America v. Nagasaki	Yamashiro m			..	..	G20.00	19.30
Japan Ports..	Yamashiro m.	18.00	17.00	..	..	..	17.00

A Letters and boxes with declared value 8 a.m. Parcel post 4 p.m. and Money orders 3 p.m. on previous day.
B Letters and boxes with declared value 12.30 p.m. Parcel post and money orders 12 noon.
D Letters and boxes with declared value 12 noon. Parcel post and Money orders 11.30 a.m.
G Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and Money orders 3 p.m.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

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Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 13	Chinwangtao	Asaka maru		Jap.		
Apr 16	Japan	Agamemnon				
Apr 15	Hankow	Chungking	1311	Br.	B. & S.	Pootung
Apr 11	Japan	Daiyamaru	1885	Jap.	M. B. Co.	
Apr 25	Chefoo	Fengtien	1073	Br	B. & S.	CNCW
Apr 24	Chefoo	Heinfung	1290	Chi.	C.M.S.N. Co.	KLYW
Apr 23	Swatow	Holhow	806	Br.	B. & S.	CNCW
Apr 25	Japan	Kot buki maru		Jap		
Apr 26		Kurama maru	115	Jap.	N.K.K.	
Apr 15	Hankow	Meian	417	Am.	S. Oil Co.	SOCW
Apr 25		Nagata maru	284	sp.	A. P. & Co.	
Apr 26	Swatow	Ningchao	2321	Chi.	N.S.N. Co.	NSCW
Apr 25	Japan	Osaka maru		sp.		
Apr 15	Japan	Shanto maru		sp.		
Apr 26	Japan	Shinsyu maru		Jap.		
Apr 25	Hongkong	Yingchow	1992	Br.	B. & S.	WTW

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To avoid imitation, the public are cautioned to note the above illustrations which are printed on each sack of the respective brands, viz: The "Battle-ship" and the "Star Decoration" are in green print, while the "Happiness" is in blue and red. Samples furnished free on application to our head office, 49 Avenue Edward VII, Shanghai. Best attention given to enquiries for quotations, and orders promptly executed.

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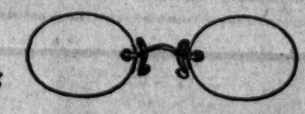

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Piece Goods & Yarn

Messrs. Ilbert & Co. in their report for week ending April 26, write as follows:—

Complete stagnation has set in our market for both piece goods and yarn, and the week has been practically a blank one as far as sales are concerned. The visit of the Premier, Tuan Chi-jui, to Hankow is to a great extent responsible for the virtual suspension of trade, and it is to be hoped that he will be able to find some means of terminating the intolerable state into which the affairs of the country have been allowed to drift, during the past year or so. The precise objects of his mission are unknown but upon it depends a cessation or resumption of hostilities and, consequentially, the course which the trade of the country is likely to take in the near future.

Reports of highway robbery and outrages on an extensive scale continue to appear in the local press, showing clearly how the trade routes in the interior are dominated by brigands. A new feature has now been introduced by the reported levy of a tax upon goods in transit along the Yangtsze from Ichang to Chungking, upon payment of which the military authorities guarantee safe conduct for the cargo to destination. This tax is said to amount approximately to $12.00 per bale on cotton yarn and $10.00 on goods packed in cases, and upon this basis the Szechuen merchants here actually resumed purchases on a small scale yesterday, the profits to be made in Szechuen being more than sufficient to cover the tax. Trade conducted under these conditions is possibly better than no trade at all, but exactions of this nature on the transit of foreign goods appear to be contrary to all Treaty stipulations.

The Cotton market in New York is reported to have undergone violent fluctuations during the past week, the latest report being that a bill is now before Congress fixing the maximum price at 20 cents per lb. The reason for this is probably that the weaving mills in the States are unable to execute Government cloth contracts except at a sharp loss on the present market price of the raw staple.

Grey Shirtings, 8¼ lbs.—A little business for the lower Yangtsze ports is made public in the following:—Black Joss at Tls. 5.10, Green Joss at Tls. 4.75 and Red Joss at Tls. 4.65. Auctions steady to firm.

4 lbs. to 7 lbs.—We hear of a sale of Peacock 7 lbs. at Tls. 2.75.

9 lbs. to 11 lbs.—Business has been of a retail character and sales reported are limited to the following:—Rabbit and Moon at Tls. 6.75, Bridge at Tls. 6.00 and Bamboo Tree at Tls. 5.85. Prices at auction were steady for 10 lbs. and firm for the heavier cloths.

12-lbs. 36 inches.—No sales have come to our notice but the tone for auction chops has been quite steady.

White Shirtings.—Some little enquiry has been on foot for Yangtsze ports, resulting in small sales as follows:—Large Dog at Tls. 9.25, Gold Nine "Tah" at Tls. 8.75 and Flower No. 1 at Tls. 8.50.

Dyed and Fancy Cottons.—We have not heard of any private business though a few enquiries have been made for shipment to Szechuen under conditions mentioned by us. At auction the tone on the whole was rather easier except for one or two special lines.

Cotton.—The general tone of our market continues quiet and dull with practically no business doing, quotations are nominal and may be quoted as follows:—Tungchow at Tls. 42.00, Steamed Ginned at Tls. 40.50 and Ordinary Shanghai Tls. 40.00 to Tls. 39.50. Prices for Hankow grades are locally weak, Shensi No. 1 is quoted at Tls. 43.00.

A cable through Reuter's Agency dated London, 23rd instant, gives the Liverpool quotations as follows:—Good Middling American at 23.53d. Egyptian Cotton F. G. F. Sakellaridis 30.56d. and F. M. G. Bengal at 18.45d. per lb.

Local Yarn.—Unsettled and weak about describes the condition of our market for local spinnings, a small number of resales are being made at declining rates but any fresh business in first hands is almost non-existant, the only sales that have been reported being 400 bales of 10's by the Soochow Mill at Tls. 135.00 and Tls. 130.00 for their first and second qualities respectively and in 20's count 700 bales Five Men at Tls. 175.00 and 300 bales Man and Goats at Tls. 175.00.

Indian Yarn.—Demand has been negligible and we hear of only the following small business:—

No. 10s.—100 Bales Connaught at Tls. 138.50 and 100 Bales Vase at Tls. 140.00.

Japanese Yarn.—Market quiet and easy with a small business done as follows:—

No. 16s. 200 Bales Woman at Tls. 159.00.

No. 20s. 200 Bales Man and Fish at Tls. 170.00

Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on April 23, 1918.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	12-14
Cod	„	12-14
Mandarin	„	30-40
Mackerel	„	12-14
Pomfret	„	30-40
Salmon	„	none
Samli	„	none
Soles	„	14-16
Whitebait	„	12-14
Game, Poultry and Eggs		
Deer	each	none
Duck	„	50-80
Eggs	per doz.	15-17
Fowl	per lb.	18-20
Geese	each	80-1.00
Hare	„	none
Partridge	„	none
Pheasant	„	none
Pigeons	„	18-20
Plover	„	6-8
Quail	each	14-16
Snipe	„	12-14
Turkey	per lb.	30-35
Teal	each	8-10
Wild Duck	„	30-35
Wild Pigeons	„	none
Woodcock	„	25-30
Wild Geese	„	none
Fruit		
Appricots	per lb	none
Apple	„	10-18
Bananas	„	5-7
Cherries	„	none
Cocoanuts	each	14-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	none
Mangoes	„	15-20
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	10-15
Peaches	„	none
Persimmons	„	none
Peeboes	per lb.	none
Plums	„	none
Pumeloes	each	25-30
Pineapples	„	none
Pears	per lb.	8-10
Strawberries	„	none
Walnuts	„	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
French Beans	„	none
Broad Beans	„	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	6-8
Cabbage	each	8-10
Carrots	„	2-3
Cauliflower	each	none
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	50-70
Onions	per lb.	10-15
Parsnips	per bunch	4-5
Potatoes	per pic.	$3.00-3.40
Peas	per pic.	8-10
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	12-15
Turnips	per bunch	2-3
Grain and Flour		
Flour American	per 50 lbs.	$5.75
Flour Australian	„	$4.40
Flour Shanghai	„	$2.85
Rice	per 200 lbs.	$7.60
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fodder		
Barley	per 114 lbs.	$3.05
Bran	„	$2.00

Fuel		
House Coal	per ton	Tls. 19.50
Stove Coal	per ton	Tls. 21.75
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER.
Chief Inspector.

Passengers Departed

Per K.M.A. s.s. Upolu for Chinwangtao:—Mr. R. A. McConaghy and Miss Bertrand.

Per N.Y.K. s.s. Yawata Maru for Japan:—Miss Anna Henry, Mrs. Eleanor Mason, Mr. and Mrs. W. Sugiyama, Mr. and Mrs. K. A. Fernstrom and child, Messrs. N. Yoshikawa, I. Okada, R. Hosoda, U. Morikawa, I. Abe, H. Kiyohara, S. Yoshida, N. Abdulali, J. W. Rabill, S. C. Weest, R. Atkinson, S. Fuha, S. Tamehiro, W. F. Strasson and A. M. Hesse.

Launch Services

TODAY

The tender conveying passengers and mails for the O.S.K. s.s. Chicago Maru will leave the Custom's Jetty at 2 p.m.

The tender conveying passengers and mails for the C.P.R. s.s. Empress of Russia will leave the Custom's Jetty at 3 p.m.

TUESDAY, APRIL 30, 1918.

The tender conveying passengers and mails for the T.K.K. s.s. Shinyo Maru will leave the Custom's Jetty at 9.30 a.m.

The tender conveying passengers and mails for the S.M.R. s.s. Sakaki Maru will leave the Custom's Jetty at 12 noon.

Shipping Items

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Shanghai on Thursday.

The T.K.K. s.s. Shinyo Maru left Hongkong for Shanghai yesterday, is expected to arrive at Woosung tomorrow. She will be despatched for San Francisco, via Japan Ports and Honolulu on the 30th inst.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Sungkiang will leave Hongkong for Shanghai today.

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gently cleanse the system, thus dispelling bilious headaches, purifying the breath, clearing the skin and aiding the appetite. Of all chemists, also 60 cents the vial post free from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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The K.M.A. s.s. Koun Maru left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kojun Maru left Chinwangtao for Shanghai on Friday.

The N.Y.K. s.s. Kumano Maru with mails left Moji for Shanghai on Friday, may be expected to arrive today, about 1 p.m. She will be despatched for Moji on Wednesday, the 1st May.

The N.Y.K. s.s. Kaga Maru with mails left Hongkong for Shanghai on Friday, may be expected to arrive tomorrow about noon. She will be despatched for Kobe on Tuesday, the 30th instant.

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American Year Book (to Jan., 1918)..
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Whitehair: Out There .....
Clark: To Bagdad with the British..
Lasker: Chess and Checkers.....
Roebuck: Science and Practice of Photography .....
Moore: Law of Commercial Paper....
Newton: The War Cache.....
Robt W. Chambers: Barbarians.....
" " " The Restless Sex.
Emerson Hough: The Way Out.....

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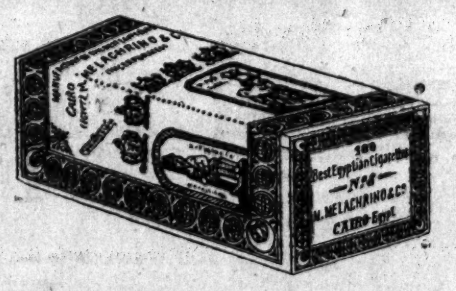
Egyptian cigarettes



For the refined taste of the smoker who demands the best—famous the World over.

Tobacco Products Corporation,
88, Peking Road,
SHANGHAI.

HIGH CLASS PRINTERS
LITHOGRAPHERS

SHANGHAI PRESS, LTD.

33A Haskell Road

TEL. North 2662

Sailed from Shanghai

For London, etc.	
Kitano Maru	Apr. 17
For Liverpool	
Iyo Maru	Apr. 6
For San Francisco	
Siberia Maru	Mar. 26
Colombia	Mar. 30
Tenyo Maru	Apr. 12
China	Apr. 13
Venezuela	Apr. 27
For Tacoma	
Justin	Mar. 10
For Seattle	
Africa Maru	Mar. 26
Kashima Maru	Mar. 31
Katori Maru	Apr. 28
For Vancouver	
Empress of Asia	Apr. 13
For Marseilles, etc.	
Altantique	Mar. 26
For Port Said	
Nichiyo Maru	Apr. 27

Local Outports Mail

Permanent Notice

Destination.	Mails.
Shanghai-Nanking Train.	Close Daily. a.m. p.m.
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00
Soochow, Wusih, Chinkiang, Nanking and all intermediate places	5.00 9.00
Nanking all River Soochow, Wusih, Changchow, Chinkiang, Ports	11.30
Soochow, Wusih and intermediate places	2.30
Soochow, Wusih, Changchow and intermediate places	4.30
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River Ports North China	9.00
Shanghai-Hangchow Train.	
Sinchwang, (and Szeking), Sunghiang, Fengking, Kashan, Kashing, Wangtien, Siashih, (and Tunghianghsien), Changan, (also Shihmen and Shihmenwan), Linping, (and Tangsi), and Hangchow (also Huchow)	6.30 8.00
Sinchwang, Sungkiang, Fengking, Kashan, Kashing, (& Tangsi), Siashih, (and Tunghianghsien), Changan, (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaohing and Siaoshan)	1.30
Sungkiang, Kashing, Hangchow and intermediate places	3.30
Ningpo via Hangchow	11.00
Linghu	11.00
Minhang, Nankiao and Tukiahang	8.00 11.00
Tatwan, Nanhwei, Fengsien and Sinchang	7.00 11.00
Courier	
Chowpu	6.30 11.00
Foot Boat.	
Chwansha	6.45 11.00
Cycle Rider	
Siccawei and Taipao	8.00 10. 0
Kiangnan Arsenal	8.00 11.00
Sundays only	
Woosung Train.	Close Daily.
Woosung (also Paoshan and Kiangwan)	5.50 7.00 10.10 11.45
Steamer.	Daily. Sundays expected
Ningpo, Chinhai, Tinghai and Wenchow	
Steam Launch	Close Daily. a.m. p.m.
Tsungming, Paochen, Haimenting and Miaochen	7.00 11.00
Chuking and Pinghu	8.00

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW dep.	..	9.41	11.22	12.20	14.55	18.15	19.23	1.08
WUSIH dep.	..	10.31	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW dep.	6.50	11.22	13.16	15.08	16.48	..	21.25	3.10
TANYANG dep.	8.05	12.09	14.1'	16.16	17.41	..	..	..
CHINKIANG dep.	9.16	12.52	14.55	17.17	18 22	..	..	5 06
NANKING arr.	11.19	*14.15	16.30	19.20	19.50	..	..	6.50
PUKOW dep.	..	15.30	T.P.R. Second Day	..	..	..	..	..
TSINANFU dep.	..	8.15		..	..	..	..	..
TIENTSIN arr.	..	16.29		..	..	..	..	..
CENTRAL dep.	..	16.55		..	..	..	..	..
PEKING arr.	..	19.50		..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R	Local	Night Express R.S.
PEKING dep.	..	..	..	..	..	8.35	T.P.R. Second Day	..
TIENTSIN arr.	..	..	..	..	..	11.40		..
CENTRAL dep.	..	..	..	..	..	12.00		..
TSINANFU dep.	..	..	..	..	..	21 27		..
PUKOW arr.	..	..	..	..	..	12 56		..
NANKING dep.	..	..	7.20	8.00	11.45	*14.20	15.35	23.00
CHINKIANG dep.	..	..	9.00	10.10	13.30	16.08	18.16	1 00
TANYANG dep.	..	..	9.26	10.59	14.12	16.41	19.06	..
CHANGCHOW dep.	7.00	..	10.34	12.18	15.08	17.39	20.20	3.08
WUSIH dep.	8.15	7.10	11.28	13.36	16.00	18.29	..	4.11
SOOCHOW dep.	9.35	8.06	12.23	14.54	17.01	19.21	..	5.13
SHANGHAI NORTH arr.	12.15	10.15	14 20	17.50	19 00	21.00	..	7.00

R Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.50	8.10	10.50	12.15	14.40	16.20	18.10	20.45	SHANGHAI NORTH dep.	6.10	7.50	10.05	12.25	14.00	15.30	17.50	20.00
KIANGWAN dep.	7.17	8.37	11.17	13.42	15.07	16.47	18.37	21.12	KIANGWAN dep	6.21	7.41	10.16	12.36	14.11	15.41	17.41	20.11
SHANGHAI NORTH .. arr.	7.25	8.45	11.25	13.50	15.15	16.55	18.45	21.20	WOOSUNG FORTS..arr.	6.45	8.06	10.40	13.00	14.35	16.05	18.05	20.36

Buy Liberty Bonds Today

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction dep.	....	8.15	9 40	10 53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang dep.	....	8.59	10.48	12.02	....	16 07	17.42	....
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing dep.	7 40	10.25	12 30	14.35	....	17.22	19.20	....
Tsinsh dep.	8.45	11.05	13 15	15.50	....	17.53	....	....
Changan dep.	9.45	11 4	14 00	6 50	....	18.24	....	....
Hangchow dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9 20	14.10	15.25
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.30
Yokzah dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*10.33*	*11.38*	*14.08*	*15.33*	*17.25*	*18.23*	....
Shanghai South arr.	*8.35*	*10.50*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12 45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	....	9.40	12.10	...	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Cars

It's Either Kultur or Democracy--Buy Liberty Loan Bonds!

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, April 27, 1918.
Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 107=Tls. 93.45	
@ 7.31=Mex. $127.84	
Mex. Dollars: Market rate: 72.8875	
S'hai Gold Bars 978 touch Tls.	292
Copper Cash ..... per tael	1807
Sovereigns:	
Buying rate @ 4/5d.=Tls.	4.53
exch. @ 7.31=Mex.	6.19
Peking Bar	—
Native Interest	.03

Latest London Quotations

Bar Silver	49½d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London	Fr. 27.25
Ex. N. Y. on London	T.T. $476½
Consols	£ —

Exchange Opening Quotations

London	T.T. 4/5
London	Demand 4/5½
India	T.T. 294½
Paris	T.T. 603
Paris	Demand 604
New York	T.T. 105½
New York	Demand 105½
Hongkong	T.T. 70½
Japan	T.T. 49½
Batavia	T.T. 223

Banks Buying Rates

London	4 m/s. Cdts. 4/7d.
London	4 m/s. Docy. 4/7½d.
London	6 m/s. Cdts. 4/7½d.
London	6 m/s. Docy. 4/7¾d.
Paris	4 m/s. 631
New York	4 m/s. Docy. 110

CUSTOMS HOUSE EXCHANGE RATES FOR APRIL

Hk. Tls. 4.12 @ 4/4¼	£1
" 1 @ 593	Francs 6.61
" 0.37 @ 103¼	Gold $1
" 1 @ 50	Yen 2.22
" 1 @ 15	Rupees 3.64
" 1 @ —	Roubles —
" 1 @ 1.50	Mex. $1.50

Share Market

Messrs. J. P. Bisset and Co., report for week ending April 25, says:—

Speculation in Cotton shares, chiefly Laon Kung Mows, Orientals and Internationaals has continued in a marked degree during the week, and sharp fluctuations have been recorded. Orientals touched Tls. 55 on April 22, but receded to Tls. 51 sellers on the 25th. Laou Kung Mows closed at Tls. 115 nominal and Internationals at Tls. 170 nominal. Shanghai Docks improved to Tls. 108 cash and closed steady at that figure. S. and H. Wharves are enquired for at Tls. 72. Langkats remain steady at Tls. 16½. Rubbers continue dull. On the whole the market closed somewhat quieter, due no doubt to the approach of the April Settlement which takes place on the 30th.

Silk Market

Messrs. William Little and Co., in their report for week ending April 26, write as follows:—

White Silk.—There is still some enquiry reported from America but as favorites have mostly sold out or have balance lots orders are difficult to execute.

Tsatlee Filatures.—Kung Kee Mars, 1, Tls. 572½/67½.

Tsatlee New Style.—Gold and Silver Eagle and Globe, Ex. 1, 2, Tls. 670 av. Gold Dollar and Fountain. Ex. 1, 2, Tls. 650 av. Black Lion, 1, 2, Tls. 620 av.

Tussah Native.—Ex. 1, 2, Tls. 180 av.

Stock Exchange Transactions

Shanghai, April 27, 1918.
TODAY'S QUOTATIONS

Official

Culty's Dairy Tls. 7.00
Shanghai Docks Tls. 108.00
Shanghai Waterworks 6% debs "Bearer" @ Tls. 86.00
Gulas "L" Tls. 6.10
Samagagas Tls. 0.80

Unofficial

S.M.C. 6% debs 1907 @ Tls. 91.00
S. & H. Wharf Tls. 72.50
S. & H. Wharf 6% debs @ Tls. 92.00
Shanghai Lands Tls. 68.00
Chinese Engineering and Mining "B" Tls. 10.00
Hongkong & Shanghai Bank $580.00

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath & Toilet.

First Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office, 10 Canton Road, Shanghai.

"BUY LIBERTY BONDS"

"BICKERTON'S"
PRIVATE HOTEL
73, 74 and 75 Bubbling Well Road. Seven minutes from Bund by trams. Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.
Telephone No. 98
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.
FRAZAR & CO.

The National Commercial Bank, Ltd.
(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)
Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund $260,000.00

Head Office: Shanghai.
14, Peking Road.
(Telephone Nos. 2613 and 2614.)

Branches:
Hangchow, Hankow, Peking, Tientsin
Mukden and Harbin.

Correspondents at the principal cities throughout china.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager
C. C. Yang, Sub-Manager.

Help Our Cause
"Buy Liberty Bonds"

MITSUI BANK, LTD
SHANGHAI BRANCH
3 Foochow Road

Capital (Paid-up) ..... *Yen 20,000,000.*
Reserve ..... *" 12,550,000.*
Head Office: Tokyo, Japan.
President: Baron Takayasu Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

We transact a General Banking & Foreign Exchange Business.
S. TAKEDA, *Manager.*

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China
Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon Lord George Hamilton, G.C.S.I.
N. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lump	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Fondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Phom-Penh	

Bankers:
a France: Comptoir National d'Escompte de Paris; Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.
a London. The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Subscriptions to Liberty Bonds Received by this Bank

Banque Belge Pour L'Etranger
Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMEVS.
Manager for China.

"BUY LIBERTY BONDS" Today

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2s.	$15,000,000
Silver	19,500,000
	$34,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins Esq. Deputy Chairman.
F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtao
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head Office: PETROGRAD,
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

For Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

"Buy Liberty Bonds" Buy Today

The Bank of Canton, Limited
Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,382,950.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager

The Bank of China
(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,953.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,
Manager.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London; London, County and Westminister Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(ESTABLISHED 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	" 42,000,000
Reserve Fund	" 23,100,000

London Bankers:
The London County Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonasaki
Dalny	Mukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kalyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau
London	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange business transacted.

K. KODAMA, Manager.
"BUY LIBERTY BONDS" Today

The Shanghai Commercial and Savings Bank, Ltd.
9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 15,000.00
Deposits (Dec. 31, 1917)	$2,067,768.24

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager

Lend To Victory
"BUY LIBERTY BONDS"

International Banking Corporation

Capital & Surplus U.S.	$6,500,000.00
Undivided Profits U.S.	$1,348,000.00
U.S.	$7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Batavia	Kobe	San Francisco
Bombay	London	Santo Domingo
Calcutta	Manila	Santiago de los
Canton	Medellin	Caballeros
Cebu	Panama	Shanghai
Colon	Peking	Singapore
(Cristobal C.Z.)		Tientsin
Hankow	San Pedro de	Yokohama
Hongkong	Macoris	

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Petrograd
Buenos Aires	Rio de Janeiro
Caracas,	Santiago de Cuba
Genoa	Santos
Habana	San Paulo
Moscow, Russia	Valparaiso
Montevideo	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND.
Manager.
1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij
(NETHERLANDS TRADING SOCIETY.)
Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461, (about £966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation
Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,000 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered, Pass Books must be presented when paying in or withdrawing money

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China
Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-up Capital ..Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	650,000

Let your money
EARN PEACE
and
4¼ PER CENT

BUY LIBERTY BONDS

Do It Now

BANK OF COMMUNICATIONS
Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.
Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted on approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.
"BUY LIBERTY BONDS" Today

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital	Yen	80,000,000
Capital (Paid-Up)	Yen	18,750,000
Reserve	Yen	2,800,000
Deposits	Yen	150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yana, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA,
Manager.

Telephones:—
2318 Manager. 4663 Compradore.
2350 Gen. Office. 4621 Nights only.
3529 General Office.

Buy Liberty Bonds.—Today

中華銀行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN.

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ninpgo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved Securities.

Y. R. Sun, Manager.
D. HAH, Sub-Manager.

"BUY LIBERTY BONDS"

Let The Boys Advance Behind A Barrage Of Liberty Bonds!

Business and Official Notices

A. D. C.

Lyceum Theatre

Thursday, 2nd of May

5th and last Performance

OF

"Hello Shanghai!"

Booking for above performance Now open

Seats reserved and not taken up within 24 hours from time of booking will be resold.

W. ARMSTRONG,
Business Manager.

17483

Commencing 1st May

Depots will be open for the sale of MACHINE-MADE

ICE

at
Hongkew Market
Maloo Market
Wayside Market
62 Avenue Joffre
8 Thorne Road
69 Yangtszepoo Road
6-10 A.M. 4-6 P.M.

10 lbs. ICE will be given in exchange for a METAL CHECK. CHECKS are now on sale at the COMPANY'S OFFICES:
8 Thorne Road
69 Yangtszepoo Road
20 CHECKS PRICE $4.00

ICE Delivered, 2½ Cents per lb. Arrangements regarding deliveries can only be made through Head Office, 8 THORNE ROAD.

Shanghai Ice and Cold Storage Co., Ltd.

17714

Claret
Claret
Claret

R. V. Solina & Co.
1 Broadway

17710

NOTICE

NOTICE is hereby given that on the 1st May, 1918, Mr. Chang Tuck Sow (張德森) will cease to be Compradore to our firm, and on and after that date all communications relating to our business should be addressed direct to our firm.

CURRIMBHOY & Co., LTD.

Shanghai, 20th April, 1918.

17652

Kingman Bros.

DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply——

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

Peking Union Medical College
Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical Schol without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School,
Peking Union Medical College,
Peking, China.

17597

The Far Eastern Insurance Co., Limited

The Second Ordinary General Meeting of the above Company will be held in the Yangtsze Insurance Building, No. 26, The Bund, Shanghai, on Tuesday, 7th May, 1918, at 4.30 p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1917, the election of the Directors and Auditors for the current year and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The Transfer Books of the Company will be closed from the 30th April, 1918, to the 7th May, 1918, both days inclusive.

Members holding proxies for absent shareholders must deposit same with the General Manager for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors,
W. S. JACKSON,
General Manager.

Shanghai, 20th April, 1918.

17651

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17257

North China Insurance Co., Ltd.

Notice to Shareholders.

An Interim Dividend for the year 1917, at the rate of Fifteen per cent upon the Paid-up Capital has been declared.

Warrants for 15s. per share, payable at the Hongkong and Shanghai Banking Corporation at Ex. 4/5¼ per Tael will be issued on 1st May.

The Transfer Books will be closed from 23rd April to 1st May both days inclusive.

By order of the
Court of Directors.
H. G. SIMMS,
Secretary & General Manager.

Shanghai, 18th April, 1918.

17596

The Semambu Rubber Estates Ltd.

(Incorporated in Hongkong.)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 30th day of April, 1918, at 3.30 p.m.

The Transfer Books and Share Register of the Company will be closed from the 23rd April, to 30th April, 1918, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 19th April, 1918.

17603

The Cathay Trust, Limited
(in liquidation)

HOLDERS OF ORDINARY shares are hereby notified that a Fourth dividend of Taels 1.00 per share has been declared and will be payable at the offices of the Liquidator, No. 10 Canton Road, Shanghai, between the hours of 10 a.m. and noon on and after the 1st May, 1918, against production of the Liquidator's Certificates for endorsement.

F. N. MATTHEWS,
Liquidator.

17674

The Commission for the Improvement of the River System of Chihli.

The Commission for the Improvement of the River System of Chihli invites applications for employment under the Commission for a minimum period of one year from men qualified to fill the following positions:

	Salary.
One surveying engineer.....	$800
One asst. surveying engineer.	500
8 surveyors at (according to experience).....	200 to 300
12 asst. surveyors at.....	150
12 cadets	60
One head draughtsman.....	100
Two draughtsmen at.....	60
3 tracers at	40

Lodging and travelling expenses of employees whilst in the field will be borne by the Commission and an addition of 25 per cent will be made to the salaries of employees when in the field.

Applications, giving age, nationality and particulars of previous employment and experience, must be addressed to the Secretary to the Commission and must be in his hands not later than the 30th April.

T. S. WEI,
Secretary.

Tientsin, April 1st, 1918.

17427

THE SAVOY HOTEL

No. 21 Broadway, corner Nanzing Road, Shanghai, China.

Special Musical Dinner and Dance Every Evening

Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.

Special features this week:
THE MENDOZAS
The Popular Exponents of Fancy dancing
In the Tango-Boston Waltz, etc.

Dinner à la Carte or Table d'Hote
Dainty Dishes a Specialty.

Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

HONMA HOSPITAL,

No. 8a Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

ENEMY ALIEN PROBLEM WORRIES PEKING AGAIN

Authorities Opposed To Drastic Action And Won't Take Any Unless Allies Press

From Our Own Correspondent

Peking, April 24.—The control of enemy aliens in China has recently received a good deal of attention in the Chinese press, and there is reason to believe that the matter is being seriously discussed by the authorities. It is questionable whether anything very drastic will be done unless the Allied Powers press for it very seriously and very persistently, for there is a fairly firmly fixed belief in Government circles that the enemy aliens are not doing much harm because they cannot. It is contended that the German supplies of money are being steadily reduced by the bare necessities of living, and that already in many German homes the pinch is being felt, so that there is no money to spare for intrigues. On the other hand it is admitted that the released prisoners of war in eastern Siberia are a source of danger, and the possibility that they may bring the element of disorder southwards is not overlooked. The Government is fully alive to this, but is trusting to the co-operation of the Japanese, Russian and Chinese local officials in Manchuria to deal with it.

As regards enemy aliens actually in China already, the Government is hesitating as to which of three courses to take. It is strongly inclined to leave them alone, partly because it believes they are doing no harm, and partly because the question has been very persistently asked in a certain section of the Chinese press, what will happen to our Chinese friends and relatives in Germany if we "ill-treat" the Germans here? The question is evidently inspired. There are very few Chinese in Germany and it is not intended to ill-treat anybody. When the Government makes up its mind to do anything it will have to decide between internment and deportation. At present the Government feeling is that if anything at all is done the alien enemies should be interned, and Pootoo is suggested as the place of internment, the choice being made on account of climatic and cognate conditions. Deportation is possible, but not at all likely, not least because the Government wants to do the whole thing itself, without foreign assistance. Nothing is likely to be settled until the internal position is much more stable.

Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meals and short orders served at all hours.

The Astor Grill Rooms
18-14 Broadway

Eden Hospital

Dept. of Venereal Diseases and Wassermann Laboratory
P372 Nanking Road
(opp. Lloyd Road)
Hours: 10-12; 2-4 Daily
DR. JAMES YUKING, Supt.

SZECHWAN PROVINCE
EXPORTERS & IMPORTERS.
Telegraphic Address:
WIDLER, CHUNGKING.
A. B. C. Code 5th. Ed.
Bentley's Complete Phrase Code.

WIDLER & CO. 太平公司 CHUNGKING

Born 1915—Still Existing

FAT PEOPLE

Reduce! Benefit your health! We also cure Rheumatism and nervousness.
Turkish Bath and Massage Establishment.
PROF. I. K. SETO,
25 North Szechuen Road,
Phone N. 2768.

ANTIMONY REGULUS
(99% Pure)
ALWAYS IN STOCK

Apply, Hupeh Government Smelting Works, Wuchang.
Tel. address "HUPEHMINE"

16966

800,000 MORE RECRUITS BEING CALLED UP IN U. S.

New Draft Is Begun To Replace Men Sent To France

Reuter's Pacific Service

Washington.—800,000 additional soldiers are being called to the training camps. There is a great popular response to the third Liberty Loan. About half of the desired three billion dollars are so widely distributed among people that 20 million subscribers are now regarded as possible, being an average of one for every family in the United States.

New York.—An American army officer returned from France described the participation of American engineers and Chinese in opposing the opening of the German offensive. He said that the retirement of General Gough's forces left a two mile gap which was obscured by fog. Quick action was necessary. Engineers and Chinese laborers dropped tools and seized rifles. The officer added: "They gallantly held the Germans for six hours till the British and French soldiers arrived." This is the first time the Chinese have been engaged in the fighting.

Peking, April 23.—The following telegrams received by wireless from San Diego, Cal., have been handed to Reuter's Agency by the American Legation:

New Haven, Conn.—Secretary of the Navy Daniels, speaking here, said that the navy men were praying daily for the German fleet to come out and fight, adding "350,000 U.S. Navy men are clamoring for places on the destroyers overseas." They are being sent as fast as the destroyers are built.

Washington.—War chiefs note indications of the allied counter offensive in France and believe that it will certainly be effective, but when and where are not disclosed. Extensive American participation is believed to be assured. American raiders find German trenches abandoned on the right bank of the Meuse. General Pershing cables the following commendate of American engineers by a British general: "I desire to convey my admiration of your splendid services in connection with the railroad corps. Thanks to their untiring energy and gallant work much was saved which otherwise might have fallen into the hands of the enemy." General Pershing states that these engineers between March 21 and April 3, while under shell fire, destroyed material and dumps at Chaulnes. Later they were assigned to a sector near Demuin, which they manned, and were afterwards moved to a line where for a week they were under more or less continuous action. United States operations are not interfering with the multiplied activities of sending troops overseas, speeding up shipbuilding, etc.

Charles M. Schwab, head of the ship construction department, has ordered ship offices and 1,500 men to be moved to the city where nearly half of the nation's shipbuilding centers, with contracts let for 4,364,202 tons. New precautions for yard protection is now operative under the law signed by President Wilson, including women and alien enemies and the espionage act. Their early departure from this and other shipping districts is expected to be required.

AMUSEMENTS

Harmston's Circus
AND
ROYAL MENAGERIE
Location: Chang Su-Ho's Gardens

Matinee Today at 4 p.m.
AGAIN
TONIGHT! TONIGHT!
Our Grand Change of Programme
New Artistes!
New Acts!!
New Clown Entrees!!!
By our all Star Company
Matinees Wednesday, Saturday and Sunday Afternoons.

Doors open 3 p.m. Commence 4 p.m. When Children will be admitted at half-price to all parts of the Circus. Special Tram Cars running nightly after every performance.

Prices as Usual

Booking at Robinson Piano Co., Daily
W. HARMSTON, C.M. BRUCE,
Proprietor. *Band Master.*
R. ALTON & W. SYMONS, *Agents.*

BUY A LIBERTY BOND

VICTORIA THEATRE
on
April 28th & 29th
NEW PROGRAMME
Showing
PAULINE FREDERICK
In A Thrilling Picturisation
of
"THE WOMAN IN THE CASE"
By Clyde Fitch

MATINEES
Every Saturday, at 4 p.m. and Every Sunday, at 3.15

Buy Liberty Bonds Today

Olympic Theatre

TONIGHT
Complete New Programme
PRESENTING
MARIE DORO
in
"COMMON GROUND"
IN FIVE PARTS
and
OTHER NEW FILMS

"BUY LIBERTY BONDS"

OLYMPIC THEATRE

SIXTH HISTORICAL CONCERT
by
MIROVITCH - PIASTRO
postponed to
WEDNESDAY, MAY 1st.

Seventh Concert ..... Tuesday, May 7th
Last Farewell Concert ..... Saturday, May 11th

BOOKING AT MOUTRIE'S.
Manager: A. STROK

"The Eldorado"
3 Jukong Road.

To Complete "A Perfect Day," visit "The Eldorado."
Come and be Entertained!

Mr. & Mrs. Doris
Roumanian Duetists

Mlle. La Rigolete
Famous Danseuse.

All Star-Turns!
Prof. Martinez' Orchestra

Commencing 10 p.m.

ISIS THEATRE CORNER OF JUKONG AND NORTH SZECHUEN RDS.

The Largest Theatre in Shanghai

THE HOUSE OF QUALITY AND COMFORTS
SHOWING THE VERY BEST PICTURES AND GIVING FULL VALUE FOR YOUR MONEY

MATINEE TO-DAY at 3 p.m. | SHOWING The VOICE on the WIRE Episodes 11 & 12

TO-NIGHT TO-NIGHT
THE WAR OF THE TONGS

This is a UNIVERSAL FILM Co.'s "RED FEATHER" feature photoplay. Exclusively acted by Chinese actors.

A part of the film was taken in China and part in San Francisco and shows the terrible deeds of Chinese secret societies which exist in almost all parts of the world.

SHOWING ON MONDAY 29TH APRIL | An Interesting Secret Service Story in 3 Acts **"The Solen Treaty"** Featuring Earle Williams & Coriane Griffiths

AND CONTINUATION OF THE **VOICE ON THE WIRE**

Purchasers May Buy U. S. Liberty Loan Bonds On Easy Terms

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr 30	—	San Francisco	Shinyo maru	Jap.	Alexander
May 4	..	Takoma & Seattle	Manila maru	Jap.	O.S.K.
.. 19	—	Seattle etc.	Suwa maru	Jap.	N.Y.K.
.. 21	—	Vancouver	Monteagle	Jap.	C.P.R.
.. 25	..	Vancouver	Empress of Japan	Jap.	C.P.R.
.. 27	..	San Francisco	Korea maru	Jap.	Alexander
June16	—	Seattle, etc.	Fushimi maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Apr 30	—	Nagasaki, Moji & Kobe	Kaga maru	Jap.	N.K.K.
May 1	—	Moji, Kobe and Osaka	Kumano maru	Jap.	N.Y.K.
.. 3	3.00	Nagasaki	Penza	Rus.	R.V.F.
.. 3	..	Nagasaki, Kobe & Yokohama	Yamashiro maru	Jap.	N.Y.K.
.. 4	..	do	Manila maru	Jap.	O.S.K.
.. 4	—	Moji, Kobe & Osaka	Omi maru	Jap.	N.Y.K.
.. 8	..	Moji, Kobe & Osaka	Chikuzen maru	Jap.	N.Y.K.
.. 10	—	Nagasaki, Kobe & Yokohama	Kasuga maru	Jap.	N.Y.K.
.. 12	..	Moji, Kobe & Osaka	Yawata maru	Jap.	N.Y.K.
.. 14	—	Nagasaki, Kobe & Yokohama	Chikugo maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Liverpool etc.	Shidzuoka maru	Jap.	N.Y.K.
London etc.	Kaga maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Apr 28	—	Hongkong & Manila	Empress of Russia	Br.	C.P.R.
.. 28	A.M.	Hongkong	Kungping	Chi.	C.M.S.N. Co.
.. 28	A.M.	Amoy & Hongkong	Kwangtse	Chi.	C.M.S.N. Co.
.. 28	5.00	Hongkong	Chicago maru	Jap.	O.S.K.
.. 28	D.L.	Hongkong and Canton	Yingchow	Br.	B. & S.
.. 29	noon	Amoy & Swatow	Holhow	Br.	B. & S.
.. 29	4.30	Ningpo	Hsin Peking	Br.	B. & S.
.. 29	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co.
.. 30	D.L.	Hongkong & Canton	Suiyang	Br.	B. & S.
.. 30	4.00	Ningpo	Kiangkwan	Chi.	C.M.S.N. Co.
May 1	..	Swatow, H'gkong and Canton	Wingsang	Br.	J.M. & Co.
.. 2	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
.. 5	D.L.	Swatow & Hongkong	Sungkiang	Br.	B. & S.
.. 8	—	Takao via F'chow & K'lung	Suma maru	Jap.	O.S.K.

FOR NORTHERN PORTS

Apr 30	8.00	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
.. 30	1.00	Dairy	Sakaki maru	Jap.	S.M.K.
.. 30	2.00	Newchwang	Wenchow	Br.	B. & S.
.. 30	..	Weihaiwei, Chefoo & T'tsin	Koonshing	Br.	J.M. & Co.
May 2	..	T'tsin Dairy via Tsingtao	Kohoku maru	Jap.	O.S.K.
.. 3	3.00	Vladivostock	Penza	Rus.	R.V.F.
.. 4	6.00	Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
.. 9	..	Tsingtao, Tientsin & Dairy	Keelung maru	Jap.	O.S.K.

FOR RIVER PORTS

Apr 28	9.00	Hankow	Chungking	Br.	B. & S.
.. 28	M.N.	Hankow etc.	Kiangtoo	Chi.	C.M.S.N. Co.
.. 29	M.N.	do	Luenho	Br.	J.M. & Co.
.. 29	M.N.	do	Kianghsin	Chi.	C.M.S.N. Co.
.. 30	M.N.	do	Suiwo	Br.	J.M. & Co.
.. 30	M.N.	do	Luenyi	Br.	B. & S.
.. 30	M.N.	do	Tachang maru	Jap.	N.K.K.
May 1	M.N.	do	Ngankin	Br.	B. & S.
.. 1	M.N.	do	Nanyang maru	Jap.	N.K.K.
.. 3	M.N.	do	Tatung	Br.	B. & S.
.. 4	M.N.	do	Wuchang	Br.	B. & S.

*A.M. M. N.—MIDNIGHT. D. L.—DAYLIGHT.

Vessels Loading

For River Ports

HANKOW.—The China Navigation Co.'s Steamer **Chungking**, Captain Meathrel, will leave on **Sunday, April 28,** at 9 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The Str. **Kiangfoo**, Captain J. M. Johnneasen, will leave on **Sunday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,568 Captain Jackson, will leave on **Monday, April 29,** at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No 240. Freight Tel. No. 250.

HANKOW and PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo**, tons 2,671 Captain Sellar, will leave on **Tuesday, April 30,** at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Tuesday, April 30,** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tachang Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Tuesday, April 30,** at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Co.'s Str. **Nanyang Maru**, Captain K. Takesita will be despatched from N.Y.K. Mail wharf on **Wednesday, May 1,** at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain Newcomb, will leave from the French Bund on **Wednesday, May 1,** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. **Tatung** Capt. C. C. Williams, will leave from the French Bund on **Friday, May 3,** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Saturday, May 4,** at about 12 o'clock midnight. For Freight apply to Butterfield & Swire, Agents. Tel. No. 77.

For Southern Ports

HONGKONG.—The Str. **Kungping**, Captain J. B. Howie, will leave on **Sunday** morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY & HONGKONG.—The Str. **Kwangtse**, Captain A. B. Sangster, will leave on **Sunday** morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Str. **Chicago Maru**, Captain T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on **Sunday, April 28,** at 3 p.m. The steam-launch conveying passengers on board will leave the Custom jetty at 2 p.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Captain Simons, will leave from the French Bund on **Sunday, April 28,** at daylight. For Freight or Passage, apply to Butterfield & Swire. Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. **Hsin Peking**, Captain A. Scott, R.N.R. will leave from the French Bund on **Monday, April 29,** at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Holhow**, Captain R. J. Cain, will leave on **Monday, April 29,** at noon. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Tuesday, April 30,** at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain Wavell, will leave on **Thursday, May 2,** at daylight. For Freight or Passage, apply to Butterfield & Swire Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Sungkiang**, Captain Trowbridge, will leave from the French Bund on **Sunday, May 5,** at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. **Suma Maru**, Captain N. Iwamatsu, will be despatched from the Co.'s Yangtszepoo wharf on **Wednesday, May 8,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain Harris, will leave from the French Bund on **Tuesday, April 30,** at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co.'s Steamer **Wenchow**, Captain McDowell, will leave on **Tuesday, April 30,** at 2 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

TIENTSIN, DAIREN & TSINGTAO.—The Str. **Kohoku Maru**, Capt. S. Ohba, will be despatched from the Co.'s Yangtszepoo wharf on **Thursday, May 2,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Bennett, will leave from the French Bund **Saturday, May 4,** at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The S.S. **Shinyo Maru**, tons 22,000 Capt. H. Nagano, will be despatched on **Tuesday, April 30.** Tender conveying passengers and mails will leave Customs jetty at 9.30 a.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Manager.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Saturday, May 4.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Telephone No. 4234 and 4235.

C. N. C.

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FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Lucnyi, Ngankin, Poyang, Tatung, Tungting, *Chungking and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Yingchow, Sinkiang, Shantung, Sunning and Suiyang.—Sailing from the French Bund and connection at Hongokng with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.

Sailing from the French Bund every Tuesday, Thursday, and Sunday.

FOR TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund. During the Winter months sailings are irregular owing to weather conditions.

For NINGPO:—S.S. Hsin Peking.—Sailings will be suspended by this vessel from the 4th inst, owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday, 20th inst. at 4 p.m. as usual. For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE,
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S.S. COLUSA .....June 12	

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"MANILA MARU" (18,000 tons) Capt. N Kobayashi, May 3, May 4

For Hongkong
"CHICAGO MARU" .. (12,000 tons) Capt. T. Saito, Apr. 27, Apr. 28

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtao arr. leave.
"KOHOKU MARU" .. (7,610 tons) Capt. S. Ohba, Apr. 30, May 2
For Tsingtao, Tientsin and Dairen arr. leave.
"KEELUNG MARU" .. (1,569 tons) Capt. S. Imai, May 7, May 9
For Foochow, Keelung and Takao
"KEELUNG MARU" .. (1,569 tons) Capt. S. Imai, Apr. 18, Apr. 21
"SUMA MARU" ..... (1,537 tons) Capt. N. Iwamatsu, May 6, May 8

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—
H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI Tels. 4234, 4235.

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For Vancouver via Nagasaki and Yokohama		For Hongkong	
Monteagle	May 21	Empress of Japan	July 9
Empress of Japan	May 25	Monteagle	July 13

Round trip tickets interchangeable with Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

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PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU	22,000 tons, for San Francisco,	April 30, 1918
KOREA MARU	20,000 tons, for San Francisco,	May 27, 1918
SIBERIA MARU	18,000 tons, for San Francisco,	June 11, 1918

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

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(AMERICAN REGISTRY)

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JUNE 24, SEP. 3

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JUNE 11, AUG. 22

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For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
SHIDZUOKA MARU ...	12,500	———	
KAGA MARU	12,500	———	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SUWA MARU	21,000	Capt. T. Sekine,	May 19
FUSHIMI MARU	21,000	Capt. T. Irisawa,	June 16

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and K-be.)

YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	May 3
KASUGA MARU	7,000	Capt. K. Itsuno,	May 10
CHIKUGO MARU	5,000	Capt. K. Soida,	May 14

SHANGHAI, MOJI, KOBE AND OSAKA LINE

KUMANO MARU	9,500	Capt. S. Saito,	May 1
OMI MARU	7,000	Capt. M. Machida,	May 4
CHIKUZEN MARU ...	5,000	Capt. N. Nojiri,	May 8
YAWATA MARU	7,000	Capt. K. Yagiu,	May 11

FOR JAPAN

KAGA MARU	12,500	Capt. N. Segawa,	April —

KOBE TO SEATTLE

ATSUTA MARU	16,000	Capt. K. Inadzu,	May 3

FOR HONGKONG

KATORI MARU	19,000	———	June 25
KASHIMA MARU	19,000	———	June 2

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	———	May 20
SUWA MARU	21,000	———	July 22

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

NIKKO MARU	10,000	———	April 17
AKI MARU	12,500	———	May 22
TANGO MARU	14,000	———	June 19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

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Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

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CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

July 1st, 1917, and until further notice

Mail 101 B. a.	Mail 3. B. S.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. a.
2000	935	900	0	dep. Peking arr.	2230	1960	1020
2345	1112	638	. .	arr. Tientsin-Central dep.	1935	1700	720
2340	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1135	658	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2340	524	arr. Mukden dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1612
725	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1602
745	1200	—	78	dep. Tientsin-Central arr.	—	1631	1547
1136	1500	—	78	dep. Tsangchow dep.	—	1332	1221
1457	1746	—	148	dep. Techow dep.	—	1043	928
1801	2021	—	—	arr. Tsinanfu dep.	—	806	640
7.	‡	—	220	‡	—	‡	8.
800	2021	—	—	dep. Tsinanfu arr.	—	756	1812
1049	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	033	—	318	arr. Yanchowfu dep.	—	349	1311
1315	049	—	318	dep. Yanchowfu arr.	—	339	1256
1550	316	—	377	dep. Lincheng dep.	—	120	1032
1816	440	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	‡	—	420	‡	—	‡	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1150	833	—	528	arr. Pengpu dep.	—	1933	1402
1206	840	—	528	dep. Pengpu arr.	—	1946	1402
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	681	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .	. .	dep. Nanking arr.	. .	1415	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	735	2300

Yanchowfu-Tsinanfu Branch Line						Lincheng-Tsochuang Branch Line					
940	1330	2130	d. Yanchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1052	1440	2232	a. Tsinanfu d.	520	1125	1858	630	1219	1908	a. Tsochuang d.	708	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

3³⁰ — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Y. M. C. A. CELEBRATES WITH NOTABLE DINNER

1,150 Men And Women Crowd Town Hall At Anniversary Banquet

A record gathering of Allied Consuls, prominent local officials, business men and missionary leaders, both men and women, 1,150 strong, congregated at the Town Hall last night to celebrate the 20th anniversary of the founding of the Chinese Y.M.C.A. in Shanghai. The principal speakers were U. S. Consul-General Thomas Sammons, Judge Charles S. Lobingier, Mr. Julean Arnold, the American Commercial Attache, Mr. S. K. Tsao, who with Dr. Robert E. Lewis, started the association 20 years, and Mr. David Z. T. Yui, General Secretary of the organisation. Mr. C. C. Nieh presided.

Mr. E. C. Pearce, chairman of the Municipal Council, Dr. Wu Lien-teh, the distinguished plague fighter, were among those present as guests. Dr. Sanders of New York said grace, while representatives of Foreign Commissioner Ivan Chen and Japanese Consul-General Ariyoshi also spoke.

The Heen brothers sang several Hawaiian songs and were enthusiastically applauded. Dr. B. Atwood Robinson also gave a vocal solo.

The hall was beautifully decorated with flowers and flags of the Allied nations and an excellent menu was served by the Oriental Hotel. In spite of the capacity of the hall, a large number of guests who came at 7 o'clock had to be turned away.

Consul-General Sammons emphasised the importance of the investigation of the objects and purposes of the Y.M.C.A. He also expressed his appreciation of the keen interest of Chinese in Third Liberty Loan and American Red Cross drives.

"I believe the Y.M.C.A. was established in 1844," said Judge Lobingier in part. "It will soon celebrate its 75th anniversary. I doubt whether in all its history it has written a chapter more wonderful than what is recorded here tonight. I often hear that the greatest work of the Y.M.C.A. has been done in America. I believe it is yet in the Far East that this work is going to have its greatest results.

"I doubt if there is any city in the United States that can show such a great advance as is evidenced here. I believe it ranks first in missionary work, because it is international and seeks improvement for the whole man. Indeed there can be no more comprehensive missionary program. It emphasises the practical and that is why it fits in the ethics of the Chinese so well.

"I venture to predict that if the progress for the next 20 years is anything like that in the past, soon it will be impossible for any building in Shanghai to hold the gathering. I am afraid we all shall have to go out to the race course."

A high tribute was paid to Mr. Charles Sumner, the Y.M.C.A. worker who was selected to raise funds for the American Red Cross, by Mr. Arnold in his speech. "The principle of the Red Cross was similar to that of the Y.M.C.A., being 'To minister and not to be ministered to.'" So when $100,000,000 was needed for the Red Cross, Mr. Sumner was chosen. He not only raised the required sum in a week, but he raised $20,000,000 more.

Mr. Tsao in an inspiring speech traced the history of the association. He expressed the hope that in the near future a six-story building will be erected to accommodate its members. He said that he wished to impress upon the gathering the watch words of the Y.M.C.A., "It never retreats, It always looks forward," and appealed to the gathering for their co-operation.

Mr. Yui spoke in Chinese on the evils of Shanghai and their remedies, and made several valuable suggestions for dealing with the vice-problem of the Settlement.

Arms Losses In Dive Replaced

(Continued from Page 1)

than in 1916 and the output on 1918 will be several times the output of 1917, while the quality in every way has been improved." He confidently anticipated the primacy of our Air Service among the Allies and our increasing superiority over the enemy.

With regard to poison-gas, officers concerned with it told him that undoubtedly our gases killed more Germans than the Germans killed of our men, but the German irritant gases inflicted more casualties of a comparatively transient nature. Our gas-masks were the best in the world. We had supplied them by the million not only to our own men but to the Italians and we had large stores available for the Americans.

We are now producing guns very rapidly and as fast as they could be forged. We would have sufficient guns for 1918 to fire more than all the ammunition we could manufacture. All the great armies in the last stages of this war would be supplied with guns and shells, but gunners would be the limiting factor in the development of artillery. Thus there was ground for believing that the great captures of guns made by the Germans would not be as much use to them as some people opined.

Mr. Churchill concluded:

"Look where you will you will not get to the bottom of the resources of Great Britain. No demand is too sudden to be met, no need too unexpected to be supplied, no strain too prolonged for the patience of our people and no sufferings can daunt our hearts."

A blithe and debonair candidate for the post of Most Exhalted Promoter of International Complications is Kao Feh-jang. This nonchalant citizen last week launched an informal movement to merge the Foreign Settlement and the surrounding Chinese territory into an affectionate whole. A laudable consummation from the universal brotherhood angle but frowned on in this instance by the authorities.

Kao, be it here set forth, is a connoisseur in metals, especially in negotiable irons of whatever dynasty or bulk. Which may appear irrelevant at this juncture, but is a vital point none the less. Kao was out walking a day or so ago in the Eastern hinterlands of the Settlement when he espied a specimen of ironmongery which gladdened his soul. He cast himself lovingly upon it and wrenched it from its resting place, whereupon the heretofore fast anchored confines of the International Settlement assumed an indefiniteness and ambiguity which would have thrown any civil engineer or proponent of regularity into hysterics. For the ironware which Kao tore out of the soil was none other than the plate marking the boundary between the Settlement and the wilds of Chapei. The bland eradicator of frontiers hiked gleefully off with his souvenir to his favorite pawnshop and left extraterritorial property rights and Chinese rural claims to battle it out among themselves.

Unfortunately for the collector a long memoried member of the Public Works Department happened along and noted the break in the line. A detective located a clew or something and in short order Kao was hustled into the Mixed Court. They peered into his past and found that he had been a caller there seven times previously and in consideration of this and of his scrambling up the map the Court assigned him to the Municipal jail for a year and a half.

Another Iron Fancier

Oo Kyung-eu was a wheelbarrow coolie employed by the San Sing Cotton Mill to trundle cotton in and out of the plant. The other night there was no cotton to be moved but Oo pushed his barrow in anyway, giving the watchman a reassuring smile. Shortly after he pushed the barrow out again, empty to all appearances. But the watchman gave it a shrewd look and then halted Oo while he made a closer inspection. He discovered sundry new iron braces and things which Oo had picked up inside the mill and strapped about the vehicle in such an adroit manner that they were well nigh perfectly comouflaged. Oo told the Court that the extra iron was a necessity to the proper functioning of his craft but the Court dissented and gave him a week's vacation from work.

Bad Business

The masonry business being bad last week An Tsang-zen, who wields a trowel when at his regular trade, went around to call on his friend Oen Tuh-fah, who runs an exchange shop on Yangtszepoo Road and is always equipped with monies. An rendered a heartrending prelude to the touch but Oen said that business had been bad with him too and he couldn't make the loan. An lingered around the corner until his friend locked up the shop and then did a little manipulation with a picklock, swung a bag of coppers over his shoulder and stole softly down the Road. A Chinese detective heard the musical chink of the Mazuma and made inquiries. An tried to look like an exchange shop proprietor and allowed that the change was his but he told the story like a mason, and besides the sleuth went through his clothes and found the picklock. So for the ensuing six months An will not care a cuss whether the masonry business is flourishing or punk.

STEAMER TAISHIN SAFE; LEFT NINGPO YESTERDAY

Sinking Story Without Foundation, Says Local Office; Has Troops Aboard

The steamer Taishin of the China Merchants Navigation company left Ningpo yesterday morning at nine o'clock for Amoy, according to the local offices. Reports from Ningpo to the effect that the Taishin was sunk off the coast of Foochow are unfounded, said the head of the China Merchant's Navigation company yesterday.

The Taishin arrived in Ningpo Friday with 1,000 Chekiang troops aboard.

TWENTY SIKH POLICE SAW SERVICE AT FRONT

Two Others, Now On Duty At Local Banks, Wear 'Sikh Victoria Cross'

Twenty Sikh constables of the Shanghai Municipal Police, stationed at the Central Station, have seen service with Indian regiments on the Western front and all have sustained minor wounds. The men were sent here to recuperate, and have become efficient traffic men in the local police department.

Two other Sikhs, men who have been on the force for the past six years, have been decorated with "the third class order of merit," which ranks with the Victoria Cross. The men won the decorations in Central Africa when Sikhs were not given the highest war decoration bestowed in the English Army.

One of the officers, Sham Sangh, is 70 years old and can be seen daily at the Hongkong-Shanghai bank. He is known to the desk sergeants at the Central Station as "399," and he is one of the most faithful men in the department.

"399" won his Sikh Victoria Cross in Central Africa, when, as a private in the Bengal Infantry of the 15th Sikh regiment, he dashed into the open and exposed himself to the enemy gunfire, that he might bring back his British officer, who was wounded.

The officer's arm was shot away, and another bullet had penetrated his body. "399" was wounded in the leg and arm when he attempted to carry the officer back to his lines, but kept on, making his trench in safety.

"399" was decorated three times when he was a soldier in the British Army.

The second Sikh to receive the Sikh Victoria Cross is Mahima Sangh, 60 years old, on duty at the Russo-Asiatic bank. He is numbered "116."

"116" was decorated for bravery in the same campaign in Central Africa, during the expedition against the notorious trading chief, Zarafe. While in a battle, a superior attacking force stormed the British camp and captured the British colors. Mahima Sangh, now "116, Shanghai Municipal Police," regained the flag.

The men would gladly return to the Army. They would be pleased to go to France. They told a reporter through the interpreter, "We are very old, but if we are needed, we will be glad to go."

New Yangtsze Building Has Opening Tomorrow

Insurance Association Officials To Be At Home To Visiting Friends

The official opening of the new Yangtsze Insurance building on the Bund will take place tomorrow when the directors, general manager and staff will be "at home" to visitors. Sir Havilland de Sausmarez will officially open the building shortly after noon.

The handsome new six story structure on the Bund is of reenforced concrete on a specially constructed concrete foundation and is elaborately finished. The Yangtsze Company will occupy the ground and first floors. The second, third and fourth floors will be utilised as offices by various concerns and officials and the fifth and sixth floors have been elaborately fitted for residential flats. The building is heated throughout by a low pressure hot water heating installation. The architects for the Yangtsze building were Messrs. Palmer and Turner and the general contractor Mr. Chow Soey Kee.

ONE ITALIAN SHIP LOST

(Reuter's Agency War Service)

Rome, April 24.—An official communique reports that last week 342 merchantmen arrived and 315 sailed from Italian ports. One vessel over 1,500 tons was sunk during the same period.

CHAMBERLAIN IS RETURNED

(Reuter's Agency War Service)

London, April 25.—Mr. Austen Chamberlain has been returned unopposed as Member of Parliament for West Birmingham. The election was due to his appointment as a member of the War Cabinet.

GERMAN TAXES ONLY 'PAPER'

(Reuter's Agency War Service)

London, April 25.—The Mannheim Volks Stimme, referring to Germany's new taxes, says that they are only paper taxes. For example, there are export duties on tea, coffee and cocoa, but none of these articles are imported. The increases on the beer and spirits taxes are estimated to yield Marks 1,000 million but the output is only one-tenth of the normal.

News Brevities

Decision in the opium case in which Mr. Musso, the Italian lawyer, has raised the question of by what right the municipal council has forbidden the sale of opium in Shanghai, will be rendered tomorrow morning in the Mixed Court before British Assessor Grant-Jones and Magistrate Wong.

* * *

The case against Li Yuen-ling, who was driving the car in the accident in which Mrs. and Miss Denegri were injured, was remanded yesterday in the Mixed Court by Italian Assessor Ros and Magistrate Wong. Upon the application of Mr. Newman, prosecuting for the police, the case was set down for special hearing.

* * *

For stealing the wooden railings from the Sing Kee Pang Road Bridge, a coolie was sentenced to nine months' imprisonment yesterday in the Mixed Court before Japanese Assessor Hayashide and Magistrate Kwan.

* * *

The Victoria Company of the local Fire Brigade assisted the Chapei fire fighters in quelling an outbreak which affected a number of houses on the Stone Bridge Road Extension, Friday afternoon. The blaze reported yesterday as being at 28 Hongkong Road was at 28 Hankow Road. The damage was slight.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames F. M. Hearne (Nanking), W. E. Wilson, Mellows, A. A. Brady, J. H. R. Johns, H. E. Morriss, H. Aveyard, Messrs The Asiatic Petroleum Co., The Shanghai Hotels Ltd., H. B. M. Postal Agent, Chefoo, Messrs. F. L. Marshall, D. M. Graham, D. C. Hutchison, F. W. Baller, S. W. Wolfe, W. O. Lloyd, M. Benjamin, E. Louveiro, d'Oliveyra, R. de Jonge, S. A. Sleap, J. Blom, E. B., E. N., and "Anon."

* * *

The Chinese Red Cross Ship Feiching, which rescued a large number of destitute Chinese from Vladivostok and conveyed them to Chefoo, returned to Shanghai Friday. The vessel was under the charge of Dr. B. Y. Wong of the Shanghai Red Cross Society.

* * *

Beginning May first, the office hours of the Nippon Yusen Kaisha steamship company will be from 8 a.m. until 4 p.m. with the usual interval at tiffin time.

CHINA-JAPAN SOCIAL NOTES

Reuter's Pacific Service

Tokio, April 26.—Today Baron Goto received the party of Chinese journalists who are visiting Japan at his official residence.

He did not make a speech but, in conversation, pointed out the great good possible from their efforts to bring the two countries closer together.

During the morning Viscount Kato and the leading members of his party received them. He spoke on the necessity for the actual co-operation of the peoples of both countries for mutual development.

The party left for Nayoga this evening, whence it proceeds homewards.

The Chamber of Commerce today gave a luncheon in honor of the Chinese journalists.

The President of the Chamber made a speech warmly welcoming them, especially at a time when the necessity for the co-operation of both countries in economic developments had come to be felt more keenly.

Mr. Wang, in his reply, fully reciprocated the President's sentiments.

Andrews And George Get Judgment In Suit

Court Decides Against Ting Nyiang-tze, Who Sued For Tls. 26,200

A decision in favor of the defendant corporation, Andrews and George, was returned by Judge Charles S. Lobingier of the United States Court for China in the action brought by Ting Nyiang-tze. The latter alleged breach of contract and asked judgment for Tls. 26,200.00.

The plaintiff claimed that defendant corporation violated contract signed by both parties whereby the Mr. Tze was to purchase Tls. 25,000 in shares of stock, become a director in the corporation, receive director's fees and a monthly salary of Tls. 300. Plaintiff also agreed to hire two competent shroffs and to give "the best part of his time and ability to furthering the interests of the corporation." The plaintiff alleged in his declaration that the defendant corporation did not pay his salary for March, April, May and June, 1917, nor director's fees.

Declaring that no director's fees were due the plaintiff, Andrews and George, the defendant corporation, denied all the allegations charged by the plaintiff. The court sustained the corporation.

Mr. W. S. Fleming appeared for Mr. Ting Nyiang-tze and the defendant corporation was represented by Mr. Rose of Jernigan, Fessenden and Rose.

Wedding

Main-Coultas

The marriage of Mr. Sydney Duncan Main to Miss Caroline Jessie Coultas took place Friday at Hangchow.

The C.M.S. Hospital Chapel which was rearranged to accommodate the large assemblage of European and Chinese friends was tastefully decorated with palms, flowers and scrolls.

The ceremony was performed by the Right Rev. Bishop Molony who was assisted by the Rev. C. J. F. Symons, M.A. The bride was accompanied by Miss Phyllis Symons and little Miss Muriel Nelson, as bridesmaids, the latter bestrewing the bridal path with rose petals.

Mr. E. C. Robinson undertook the duties of bestman. Subsequently a reception was held in the compound, to which all the guests adjourned to congratulate the happy couple. The bride, who looked charming in a white charmeuse frock trimmed with orange blossoms and shadow lace, wore a lace veil and orangeblossoms in her hair. She carried a bouquet of white carnations and lilies. The bridesmaid's gown was of pale mauve charmeuse and her hat of black georgette trimmed with pansies, her shower-bouquet being of lilies of the valley. Her little companion was attired in pale pink crepe de chine and wore a wreath of roses. The bride's mother wore a gown of amethyst silk and the bridegroom's mother wore a pretty grey crepe de chine gown and carried a bouquet of gypsophila.

The bride and bridegroom were the recipients of numerous beautiful presents from both foreign and Chinese friends.

After receiving many expressions of good wishes the bride, wearing a smart nigger-brown cloth frock, left with her husband by train for Shanghai, whence they proceed to Japan for their honeymoon.

SHERWIN-WILLIAMS PAINTS AND VARNISHES

COVER THE EARTH

We have the agency for the celebrated *Sherwin-Williams Paints and Varnishes.* This means that we have the right quality finish for every purpose or surface.

Color Cards, Prices and General Information on Request.

Address Our Nearest Office

Andersen, Meyer & Co., Ltd.

4-5 Yuen Ming Yuen Road, Shanghai

Telephone 778

Tientsin, Peking, Kalgan, Urga, Hankow, Hongkong, Changsha, Tsinan, Harbin.

You Are Too Far Away From The West Front To Fight—Buy!

Business and Official Notices

PROVINCIA GERAL DE PORTUGAL NA CHINA

SHANGHAI

Public Works Department

MACAO

Notification.

It is hereby notified that during two months, counting from the date of publication of this notification in the "Boletim Oficial," tenders for the "Stud of Water Supply" in this Colony will be received. The tenders addressed to the Council of Administration of Public Works must be received in this Department within the above-specified time.

The conditions of the works are open for inspection in the Portuguese Consulate all week days.

Public Works Department,
Macao, 5th April, 1918.
The Engineer Director,
(sgd.) FARIA E MAIA.

17701

NOTICE

From May 1st to September 30th, the office hours of the Nippon Yusen Kaisha will be from 8 a.m. to 4 p.m. (with tiffin interval).

17727

Louis T. Peck

P.P.C

SPEAK A FOREIGN LANGUAGE
The War has created unlimited opportunities for those who know Spanish, French, Italian or German. Take advantage of the war situation! Better your position. Extend your business to foreign countries. Equip yourself to read foreign books and papers. Brush up on the language you studied at school or college and make it of practical use. Acquire a new language at home by the
CORTINA PHONE METHOD
This is the natural way to learn a foreign language. You hear the living voice of a native professor pronounce each word and phrase. He speaks as you desire—slowly or quickly, for minutes or hours at a time. It is a pleasant, fascinating study; no tedious rules of memorizing. It is not expensive. Family and friends can use it. By practice during spare moments you can in a surprisingly short time speak, read and understand a new language.
Write for free "LanguageLogic" today. Our records fit all talking machines.
American School of Correspondence
36 Nanking Road, Shanghai.

Fresh Butter.

"DAISY" BRAND

"MEADOW" BRAND

We beg to notify our Customers that owing to the difficulty in securing supplies, we are *temporarily* out of stock of Fresh Butter but we are expecting a large shipment to arrive early in May, sufficient to meet all requirements for some considerable time.

GEDDES & CO., LTD.

Importers.

"Lend over here to help our boys over there"

BUY LIBERTY BONDS

NOTICE

The public is hereby notified that the sole agent in China of The Great Eastern Trade Company (震泰行) of San Francisco and New York, U.S.A. is James Y. Choye, Esq., c/o United States Postal Agency, Shanghai. No other person, persons, or firm in Shangnai or any other port in China is authorised to act for said Great Eastern Trade Company, and any transaction whatsoever not signed by said James Y. Choye nor formally entered in writing with said James Y. Choye, purporting to be made with said Great Eastern Trade Company through any other self-styled agent or agency, is hereby repudiated and declared of no force and effect.

DR. HUA CHUEN-MEI,
Counsel for James Y. Choye.
Dated, Shanghai, China,
25th April, 1918.

17716

WEDDING

MAIN-COULTAS.—At the C.M.S. Hospital Chapel, Hangchow, on Friday, April 26, 1918, by the Rt. Rev. Bishop Molony, D.D., assisted by the Rev. C. J. F. Symons, M.A. Sydney Duncan, elder son of Dr. D. D. Main to Caroline Jessie, only daughter of the Rev. G. W. Coultas of Hangchow.

The Yangtsze Insurance Association, Ltd.

AT HOME

The Directors, General Manager and Staff will be
AT HOME
to the Shareholders, Constituents and Friends of the Association on Monday, 29th April, 1918, (after the Annual General Meeting of Shareholders), from Noon to 1 p.m., on the occasion of the official opening of the
YANGTSZE INSURANCE BUILDING

Sir Havilland de Sausmarez has kindly consented to perform the opening ceremony which will take place shortly after Noon.

No Cards of invitation have been issued and all friends are therefore asked to accept this advertisement as an invitation.

Shanghai, 25th April, 1918.

17687

THE UNEXPECTED HAPPENED . . .

A large consignment of goods, which we thought was cancelled, has unexpectedly arrived.

As the goods were invoiced to us at prices ruling 9 months ago and as we are marking them at prices ruling 18 months ago it is obvious that this is THE opportunity to replenish your wardrobe and linen room.

Although the arrival of new goods prevents us from closing up our store immediately, yet it ought not to take us long to clear considering that we offer $2 of goods for $1.00.

TAKE ADVANTAGE WHILE IT LASTS.

H. G. HILL & Co.

119 Szechuen Road.

NOTICE

Cafe Restaurant Trianon

This Resort will be opened shortly at
No. 25 Avenue Edward VII (Cor. Rue Montauban)
It has been fitted with the latest up-to-date improvements which will be sure to please the most fastidious.
Meals a la carte at all hours
Tiffin..... 12 to 2 p.m.
Dinner..... 7 to 9 p.m.
and
Suppers as usual after theater hours
An excellent orchestra will be in attendance for music and dancing.

A. van HERWIJNEN,
Proprietor
(late chef of Palace Hotel)

17706

Business and Official Notices are Continued on Page 21

Amusement Advertising will be found on Page 21

—BILL SMITH—
says:

No matter what system is used, it must be a growing system; it must be kept up to date by the addition of new material, picked up in the course of the day's work.

Elephant Head Italian Vermouth is guaranteed

ASK BILL!

Garner, Quelch & Co.
Sole Agents
Buy Liberty Bonds Now

ACKNOWLEDGMENT

In connection with the motor car accident last Sunday, Mr. and Mrs. E. Denegri wish to thank all those who so kindly assisted them, especially the gentleman who put his car at their disposal, Mr. and Mrs. R. Spunt and Mr. A. G. Mossop.

They also thank their friends for the many kind enquiries and expressions of sympathy.

17718

The Batu Anam (Johore) Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, TOMORROW, the 29th day of April, 1918, at 4.00 p.m.

The Transfer Books and Share Register of the Company will be closed from the 22nd April, to 29th April, 1918, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.
Shanghai, 17th April, 1918.

17578

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

Buy Liberty Bonds Today

The drive ends tomorrow. Put your bullion behind our bullets

The great cause needs your help
"BUY LIBERTY BONDS"
(This space given by Knapp & Baxter, Inc.)

BUY LIBERTY BONDS

'(Space donated by the Office Appliance Co.)

The *Prest-O-Lite* Battery

offers the most for the money—more power to operate your starter and lights—more service to insure your complete satisfaction in its use.

Service Station And Sole Agents for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

SITUATION VACANT

WANTED: Young man, stenographer. Good future. Moderate salary. Apply to Box 150, THE CHINA PRESS.

WANTED: Competent Chinese bookkeeper, who can take complete charge of books. One who has a good knowledge of English, and is a good typist, preferable. Good wages. Apply to Box 91, THE CHINA PRESS.

17574 A.30.

WANTED: Experienced Chinese stenographer-typist. Must have a good knowledge of the English language. Good wages. Apply to Box 92, THE CHINA PRESS.

17574 A.30

APARTMENTS WANTED

WANTED: Room with bath and board for married couple. Central or Western district. Apply to P.L.B., THE CHINA PRESS.

WANTED. Furnished house or flat in Central or Western district by married couple. No children. Apply to N.S., THE CHINA PRESS.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

HOUSES WANTED

WANTED immediately, 3 or 4 roomed house, furnished or unfurnished, French town preferred. Apply to Box 153, THE CHINA PRESS.

17705 A.28.

MISCELLANEOUS

FOR HIRE: Complete household furniture for a four-room house. Owner will arrange, or only two rooms, bed and sitting. Very good furniture. Please apply to Box 162, THE CHINA PRESS.

17730 A.28.

MADAM AH PAO. Expert Masseuse Special Treatments. Appointment made for patients, convenience. No. 348 Weihaiwei Road, Shanghai.

17653 A.28.

SITUATIONS WANTED

EXPERT stenographer seeks position with a Mercantile firm. Has knowledge of correspondence, office routine and bookkeeping. Prospects first consideration. Please apply to Box 155, THE CHINA PRESS.

17707 A.30.

FIRST-CLASS stenotypist desires change of position. Can also undertake private work at home or at office. Apply to Box 154, THE CHINA PRESS.

17707 A.28

WANTED permanent position as Secretary, Treasurer or other capacity by a well-educated Chinese, now employed. Has held present position for 9 years. Able to take charge of correspondence and other secretarial work. Good recommendation. Can furnish substantial guarantee, if necessary. Salary Tls. 200 per mensem. Apply to Box 146, THE CHINA PRESS.

17694 M.1.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.

Telephone North 432.

No. 8 Quinsan Gardens
Tel. N. 1946.

To let one large bedroom and sitting room combined, with closed verandah and bathroom attached. Facing South. All modern comforts. Suitable for two Bachelors, or small family.

TO LET: Wanted lady of any nationality to share large room with another lady in private family. Separate beds. Bathroom attached, good table. With board, $55 per month. Apply 11 Quinsan Gardens.

17723 A.28.

LARGE attic room, private bath, use kitchen, near Hongkew Park, suitable for one quiet gentleman, private house married couple only. Allies. Apply to Box 152, THE CHINA PRESS.

17719 A.28.

VACANT: Unfurnished flat, with bathroom, kitchen and verandah, private family. Hongkew. Reply to Box 161, THE CHINA PRESS.

17729 A.30.

TO LET, small attic room, with or without board, in a quiet British Home. Terms moderate, 12a Quinsan Gardens.

17711 A.28.

WESTERN DISTRICT: To let with board, large well-furnished double room, facing south, suitable for married couple or two bachelor friends. Hot and cold water, telephone. Apply Mrs. Thomas, 18 Love Lane.

17712 A.28.

CENTRAL DISTRICT, to let with board, a large well-furnished bedroom with bathroom attached. Apply Mrs. Benn, 9 Hankow Road.

17682 M.1.

FURNISHED FLAT to let, Northern district, 3 rooms with modern bathroom attached and kitchen. Apply to Box 139, THE CHINA PRESS.

17673 A.30.

HOUSES TO LET

TO LET for six months furnished house, six rooms, Weihaiwei Road, close to trams. Immediate occupation. Apply to Box No. 161, THE CHINA PRESS.

10 CHAOUFOONG ROAD: Small detached house to let, Tls. 25. Apply to No. 10 Yangtszepoo Road.

17720 M.4.

TO LET, near French Park, five roomed house, semi-detached, unfurnished, tennis lawn. Rent Tls. 100. Apply to Box 157, THE CHINA PRESS.

17717 M.1.

IN French Concession, 4 roomed house with small garden. Geyser, gas stove, and electric lights. Rent $35.00. Apply to 234 Rue de Simen from Avenue Dubail.

17708 A.28.

TO LET from May 15th, the six roomed house, No. 1410 Avenue Eduard VII, 8 minutes walk from Race Club. Separate motor house and servants' quarters. Please reply to Denham and Rose.

17700 M.2.

TO LET: No. 20 Robinson Road. A residence of eight excellent rooms with attic, garage and outhouses, building thoroughly renovated. Rent Tls. 75. Apply premises or Hammond, No. 38 Nanking Road.

17407

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls. 70. Apply premises or Hammond, 38 Nanking Road.

17627

EDUCATIONAL

ACCOMPLISHED LADY pianist will give lessons in correct piano playing. Terms $1.50 per lesson. Apply to Box 159, THE CHINA PRESS.

17724 A.28.

WANTED: Lady teacher of Pianoforte and English at any time of day by a Russian Lady at Kalee Hotel. Apply to Box 158, THE CHINA PRESS.

17722 M.1.

PRIVATE lessons given to Chinese by European, University graduate, and good Chinese scholar in English, French, German or technical subjects. Apply to Box 151, THE CHINA PRESS.

17704 A.28.

MEDICAL

MADAME MIZKIEWITZ: Accoucheuse of the Vienna Midwifery and Gynecological Medical School, may be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road, Shanghai. Telephone 1470.

17543

Exchange and Mart

EGGS for hatching. High class black minorcas, most select stock in China. Finest utility strain. Direct from prize bred birds. Guaranteed imported. $5 setting. Apply to Box 160, THE CHINA PRESS.

17725 A.28.

WATERFRONT for sale at Chinkiang. For shipping companies. 24 mow waterfront with deep water. Apply to S. C. Yue, 1361 Tai Pao Hsiang, Chinkiang.

17721 M.4.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

17656

I WISH to sell ear-rings with rare emeralds, diamonds. Address: Hotel de France, Rue Montauban No. 36, Room No. 34. Hours: 10 to 2 p.m., 6 p.m. to 7 p.m.

17703 A.30.

FOR SALE: Harley Davidson and side-car, perfect running order. Apply to Box 156, THE CHINA PRESS.

17713 A.30.

PONY for sale. Guaranteed sound and quiet. Will make excellent lady's hack. Anything reasonable accepted. Apply to Box 147, THE CHINA PRESS.

17697 A.28.

WANTED to buy, second-hand typewriter, preferably Underwood or Remington, in good condition. Please give terms, to Box 148, THE CHINA PRESS.

t.f.

FOR SALE: Contents completely newly furnished, six room residence, close French Park, house on lease. Apply to Box 149, THE CHINA PRESS.

17699

FOR SALE: One new Japanese rubber tired rickshaw, nickel wheel. Best offer. Apply to Box 138, THE CHINA PRESS.

17673 A.30.

HOUSE for sale: One semi-foreign house on North Honan Road Extension, No. 28. A good bargain, owner leaving for other province. Apply to premises.

17642 M.5.

FOR SALE: 12 h.p. Remington heavy duty kerosene marine engine. Complete with reverse gear and all fittings. In A1 condition. Apply C. R. De Witt, No. 38 Rue Baron Gros.

17459

WHITE LEGHORN eggs, $3.00 setting, from a good stock of healthy birds. Poultry Farm, 816 Gordon Road, Telephone West 1114.

17598

Magazine and Automobile Section of The China Press, Sunday, April 28, 1918

To Send Our Flyers 8 Miles High in Air

Remarkable Newly Invented "Liberty" Oxygen Apparatus That Will Help Our Army Airmen To Outstrip, Outshoot, Outmanoeuvre and Destroy Their Enemies

The "Liberty" Oxygen Apparatus of Our American Aviators That Will Help Them to Fly Eight Miles Up.

© UNDERWOOD & UNDERWOOD.

An Earlier Oxygen Apparatus That Enabled the French Balloonists, Bienaime and Schneider to Ascend to a Height of Nearly Six Miles.

Making Oxygen from Water by Electricity for the Benefit of Our Aviators and Other Fighters. The Large Upper Photograph Shows How Lieut. Richards, of the British Army, Brought Down a Zeppelin in Belgium—by Flying Three Miles High. Our Aviators Will Be Able to Rise 8 Miles with the New Apparatus.

By Rene Bache.

AN oxygen apparatus has been devised which will enable our fighting aviators to ascend eight miles in the air and far outstrip their enemies.

At present aviators rarely ascend above two miles, because the thinning of the atmosphere makes active exertion impossible at that great height. The greatest height claimed for any of the aviators now fighting in Europe is three miles.

If our aviators are able to rise far above their enemies they will have them more or less at their mercy. The machine that can win a position above another is able to keep a steady fire of machine gun bullets directed upon it, while the other cannot reply effectively. It is well recognized that the machine able to keep the upper position is sure to down its opponent. The power to rise to a great height will also enable a machine to escape when necessary. Many other advantages of such a device will be apparent to all experienced airmen.

A human being at an elevation of four miles can with difficulty survive even for a short time. At five miles the air is so thin that he cannot get enough oxygen to supply his lungs. He loses his mind, becomes unconscious and quickly dies—as has been proved by experiences of balloonists.

The "Liberty" oxygen apparatus, however, enables the aviator to take enough oxygen with him to last in the most tenuous atmosphere for three hours. He could get along for that length of time if there were no oxygen at all in the air through which he was flying.

The contrivance weighs only a few pounds. There is no helmet. A rubber mouthpiece fits inside the mouth, with "lugs" on which the teeth are clenched to hold it in position. An attached nose-clip (resembling a football player's noseguard) is used to compress the nostrils, preventing the wearer from breathing the outside air.

He breathes into and from a small bellows. When the latter is sucked flat, a valve opens, allowing oxygen to enter from a steel cylinder in which the life-supporting gas is compressed. Thus the oxygen supply is automatically controlled by the aviator's breathing, adjusting itself to his needs, which constantly vary with the activity of his muscular exertions.

The air he breathes into the bellows is, of course, laden with carbonic acid gas, but the latter is absorbed by soda lime, thus getting rid of it. In other words, the oxygen is replaced as fast as he consumes it, and the carbonic acid is removed as fast as he exhales it. By this process the air is kept continually fresh.

Experiments have already been made with the apparatus, not in actual flying, but at various elevations on Pike's Peak, in Colorado, and even on the summit of that highest mountain in the United States, which is 14,090 feet, or not far from three miles, above the level of the sea.

The air pressure at sea level is 30 pounds to the square inch. At the top of Pike's Peak it is only 18 pounds. This means, of course, that the atmosphere so far aloft is not much more than half as dense as at the level of the sea. Up there nobody can attempt vigorous exercise without suffering extreme breathlessness and distress because of the limited oxygen supply.

But it was proved by trial that a man wearing the oxygen breathing contrivance on the summit of the Colorado mountain could indulge in arduous muscular effort without the slightest inconvenience. It was all the same to him whether the air was thick or thin.

At an elevation of five miles above sea level the air has only one-third of its sea level density. Ten miles up its density is reduced to one-ninth. But no human being (unprovided with an oxygen supply) could survive even for a few minutes at an altitude of five miles.

Five miles is not far from the altitude of the loftiest clouds, which, by reason of the intense cold that far aloft, are supposed to be composed of snowflakes or ice crystals.

At ten miles the air is so thin that only flying machines of extraordinary swiftness could keep afloat in it. The thinner the ice over which a small boy skates the faster he must go to avoid breaking through; and the same principle applies to the aviator and the medium in which he navigates.

Physiologists call oxygen a "food." But, whereas, one may go without eating for a considerable period, the supply of oxygen must be continuous and unintermittent. Even a slight deficiency of it impairs intelligence and judgment, and induces almost immediately a condition of intoxication or delirium, the muscles being incidentally paralyzed, so that the sufferer cannot stand or walk.

Recent experiments by Government experts have shown that the effects of insufficient oxygen supply resemble those of alcoholic intoxication. The mind is quickly affected. The lips turn blue; the hands tremble and lose their power to grasp. Acute excitement is manifested, followed by complete loss of consciousness.

Obviously these facts have a direct and most important bearing upon problems of military aviation. It is manifest that an attempt on the part of a birdman to ascend beyond an elevation of three miles is suicidal unless he carries a supply of oxygen with him.

An odd point in this connection (as the experiments on volunteer "subjects" have shown) is that, quite often, the man deprived of an adequate oxygen supply has no warning of the collapse that is about to overtake him. His breathing does not seem to be affected, and he has no notion of danger until suddenly he is stricken helpless.

The usefulness of the "Liberty" apparatus is not merely to make it practicable to fly at elevations hitherto deemed unattainable.

There are many birdmen who are not able to fly even a mile and a half from the earth without experiencing uncomfortable symptoms, just as some mountain climbers are much more easily affected by "mountain sickness" than others. To them, in their work, the oxygen contrivance—light in weight and carried on the back, so as not to interfere with their movements—will be a great help.

Incidental to the experiments here described, it has been ascertained that a man, when sitting or lying down, uses 6 to 7 quarts of air for breathing per minute. If engaged in vigorous exercise he may require 50 to 60 quarts. Intense exertion may call for 100 quarts of air per minute.

These, of course, are sea-level figures. It is surprising to learn how much more oxygen one needs while exercising than when at rest. If you are walking at a pace of five miles an hour you consume ten times as much of it as when in bed.

The men operating gas tanks on the firing lines in Europe—the tanks from which the poison gases (usually chlorine) are liberated—are, as a rule, provided with oxygen apparatus, including helmets resembling those worn by mine-rescuers.

This form of apparatus, for mine-rescue work, has been more highly developed in our own country than abroad. But our Bureau of Mines has discarded the [illegible] which is clumsy [illegible] not at all needed. By this and other modifications it has got rid of most of the weight.

The "Liberty" oxygen apparatus is substantially the invention of W. E. Gibbs, a mechanical engineer. It was originally developed for the use of the Bureau of Mines—that is to say, as a mine-rescue appliance. But the War Department has adopted it, by a curious diversion from its original purpose, for aviation.

In submitting a recruit to the numerous tests preliminary to acceptance as an aviator, the War Department (to try his breathing power) obliges him to run up and down a flight of stairs as fast as possible, with a total climb of 100 feet. Then observation is made of his pulse rate, his breathing and his arterial pressure. All three are expected very soon to return to normal. There should be no serious discomfort or trembling of limbs.

The highest point in the atmosphere ever reached by man to date was attained in 1893, by Dr. Berson, at an elevation of nearly six miles. At that level (in a balloon) he found the temperature to be 54 below the zero Fahrenheit. He suffered little, thanks to frequent inhalations of oxygen, a tank of which he carried with him.

The highest ascent by land was made by W. M. Conway, who, in 1892, reached the summit of Pioneer Peak, in the Himalayas, nearly 23,000 (over four miles) above the level of the sea.

But Pioneer Park is by no means the highest in the Himilayas. That vast mountain range—the so-called "roof of the world"—has several other eminences much loftier. Among them is Dhawalaghiri, which is set down in the geographies at 28,000 feet; and even higher—in fact, the topmost pinnacle of our planet—is Mount Everest, \$9,000 feet, or more than five and a half miles in altitude.

It has long been taken for granted that Everest, Dhawalaghiri and a few other sky-searching elevations would never be ascended to their summits, because the latter had not sufficient air to support human life, and to carry oxygen tanks to such heights was out of the question. But the "Liberty" oxygen apparatus may make it practicable to descend upon these peaks, as an eagle alights.

One cubic foot of Atlantic City air weighs an ounce and a quarter. A like volume of air on the summit of Mount Everest would weigh less than a quarter of an ounce. If you sat still on the topmost peak you could not breathe enough of it to keep yourself alive. You would quickly perish for lack of sufficient oxygen.

There could be no more striking illustration of the prime obstacle that opposes itself to the birdman when he attempts to invade the upper reaches of the atmosphere. He cannot succeed—it is an impossibility—unless he is provided with oxygen apparatus.

The "Liberty" apparatus, however, represents in effect a new idea. It gives to the flying man an enormous extension of his aerial domain; and, for fighting purposes in the present war, it should contribute practical help of utmost value and importance.

Newest Evening Dresses

by Lady Duff Gordon

The Slenderness of the New Spring Silhouette--And the Growing Economy in Its Drapings

Swathings of Tulle Are Favored for Evening Wear in the New Season

Pointed Drapery in Straight Lines Is a Dominant Note in Spring Favorites

The Extreme Slenderness of the New Silhouette Is Shown in This Spring Model of Embroidered Tulle Over Satin

("Lucile" Models)

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

IT is unmistakably apparent that the Spring silhouette is a slender one. The figure will be more revealed than concealed, in so far as contour is concerned. Especially is this true in regard to evening dresses.

The gown that is worn after 6, at formal functions, bears strong family resemblance to the sheath skirts and the gowns and the hobble skirts of our still acute memories. But with the passage of time, progress, save in the matter of the fearful medievalism of war. The narrow skirt has not all the tormenting qualities of the sheath nor hobble, for it is so draped and fashioned in soft material that it yields to the movement of the wearer instead of encasing her in mummy-like wrappings.

A novelty of the season is the profuse use of lace. Never has a season been so enswathed, so nearly smothered in lace, as this will be. Liberally is lace employed to cover slips of blue or pink or yellow or green. It is freely used, too, in combination with tulle and net.

Panels, front and back, are innovations that will be frequently seen. Also the too sheath-like qualities of some gowns will be redeemed by long, swaying, narrow drapery, depending from the shoulders. Many of these narrow, graceful draperies will be finished by handsome tassels. In some instances, of very handsome frocks, the tassels are jewelled ones.

Coral and rich blues will be prominent shades. Black and white in combination will be seen in handsome evening attire.

Satin will hold its place in the scale of popularity. The soft satins of the period lend themselves so amiably to drapery and cling so gracefully to the figure that it will be a wondrously attractive rival that will ever displace them. Brocades will be the basis for elaborate gowns. But in Spring the woman's fancy turns to light materials—light in color, in texture and in weight. More or less in the foreground of her mind will be the thought that her gowns should be as like to the petals of a rose as they can be made to appear.

Tulle will be used to swathe the shoulders, as it was used last Winter. It has been found so universally becoming that all women save those whom nature afflicted with a brevity of neck will utilize the cloudy, scarf-like effect to enhance her charms and the beauty of her gowns.

STEEL OUTPUT IS ON THE INCREASE

Prospects Are Present Conditions Will Continue For Some Time

RAILROADS A BIG FACTOR

Government To Use 2,500,000 Tons In Latter Half Of Year

Pittsburg, March 17.—Iron and steel men are rejoicing in the fact that a positive increase in production can be recorded, the output of steel ingots being especially notable in the increase, while the prospects are that these conditions are to continue for some time unless something unforeseen happens, railroad conditions being the biggest factor in the proposition. Reports from Connellsville are the best received here since last fall, the total of 334,584 tons shipped during the week showing a gain of 37,000 tons in shipments over the previous week.

The railroads are gradually getting back to normal, and this has been felt in the increased supply of coke cars, many of which have been picked off the sidings in the East and rushed to the coke region for loading purposes. Several big locomotives originally intended for the Russian railroads have been diverted to the Pennsylvania lines since the fiasco in Russia, and this has come at a time when many previously crippled engines have been turned out of the repair shops in condition for hauling, so that with better weather conditions the roads are giving much more satisfaction in transportation than was formerly the case.

Of course, with the production of finished steel controlled by the supply of pig iron, the latter by the supply of coke and this in turn by transportation facilities, it is readily seen that an improvement at the start of the chain is reflected all along the line. Much steel has been loaded on cars in the sidings, ingots have been ready for rolling and pig iron is ready for the steel furnace. Relief is now coming, and consequently a better tone is felt in the iron and steel market.

Shipping Conditions

While shipping conditions haven't improved a great deal west of Pittsburg they have had a material bearing on the more stable condition of the market here. Cars are being rushed into the service as fast as locomotives can be secured to haul them, and if the improvement continues as steady as during the past week a better tale will be told next week. In the East the congestion is being reduced, in which cars are going through freer than for several months, the middle West getting the benefit of the released cars. The foodstuff movement is easing up somewhat, and that has gone a long way toward the releasing of the cars.

Interest never lags in the Government's doings along the line of steel orders. It is estimated that the requirements for the second half of this year will be 2,500,000 tons, while there are orders now being filled and for delivery in June of 1,500,000. Shipbuilding is coming to the fore, and will require more steel than in the past. This industry has been slow so far, but it is hoped that an impetus is coming that will require 200,000 tons a month in plates and structural shapes, with about 50,000 tons a month in bars, rolled steel products and steel used in vessel equipment.

Won the Right to Die for His Country by the Flip of A Coin

Private George Adkins Wrote To Bill, 'Tell Mom Not To Worry,' And The Day His Brother Received The Letter He Went Over The Top To His Death

New York, March 20.—Private George Adkins, in France with the regiment that used to be New York's own "Gallant 69th," sat crosslegged on the floor of a barn up near the front lines on January 27 and scrawled a reply to the Christmas letter he had just received from his brother Bill.

Bill's letter had been a long time coming. George's travelled as slowly on the return. One censor held it, then another and another. Fate worked with routine in the delays. It was on March 7 that the letter finally was delivered to brother Bill. And on that very day, as Bill clumsily tried to follow George's injunction to "keep Mom from worrying," Private George Adkins went over the top to his death.

It was just by the luck that failed to follow him through that it was George Adkins who wrote the letter home instead of Bill. Like a good many other brothers in New York, and San Francisco, and Grand Rapids, the two had entered into a compact before the draft that one should carry double while the other went to war. Between them the Adkins boys had been maintaining the home at 154 East Fifty-sixth Street, where they lived with their mother. By the flip of a coin it was decided that George should quit painting and fight.

Didn't Wait for Draft

The day before draft registration began George enlisted in the 69th. To help out with expenses at home he allotted $20 of his monthly $30 to his mother.

In training camp and field George proved a careful correspondent. His last letter went past the censors without a single deletion. This is what he wrote:

"Somewhere in France," Jan. 27, 1918.

"Dear Brother Bill:

"Your welcome letter of December 25 received. I sure was glad to hear from home. It was the first mail I received, and you can't imagine how I felt to know that all are well, as I am at present. You can bet, Bill, I am not losing much time in answering them.

"Bill, tell Mom not to bother about sending any money. It's pretty hard to spend it here. As soon as I get paid I'll try and send my photo home—also a cablegram. So tell Mom not to be alarmed. All the boys are sending them.

"Yes, Bill, I've got it all down in a book (unmailable military information, and I wish I could recite my little piece to you now. But just wait, and you will be listening with your mouth wide open.

"At present we are billeted, sleeping in barns. How does that sound? In barns the French people used to keep their horses in. The French people seem to be very good to us. Of course, they are elderly people, and they live very simply.

"Bill, they have their own cattle and every night the boys in billet get together and we have hot milk and du pan, French bread, before going to cushet (sleep) on the straw.

Chocolate, 30 Cents A Bar

"Well, Bill, there's a lot to talk about, but it can't be done. Do you know what the French charge us for a bar of chocolate? A franc and fifty centimes. That's about thirty cents in American money. Can you beat it? They know we want it. You know, chocolate is filling.

"Try and cheer Mom up, and when I get back I'll have something for you worth while. So have patience. Just smile, Bill, and be good to Mom, as you know what she's been to you and me and Sis all the time. It was up to me to do my bit, and when it's all over we will be happy again.

"Bill, I am anxious to know if Mom is getting the allotment money all right. Be good to Mom, as you always have been, and try not to let her worry until I return home. And let me know how the girl is—some girl!

"Bill, I am rolling my cigarettes. I couldn't roll them at home, but you ought to see me now, rolling them as I write to you.

"You didn't mention what date you received my letters. I guess you received them from England. Well, I am in France now with the bunch.

Wanted His Mother's Picture

"Tell Mom to send her photo, Bill. And don't forget to write as often as possible, because it takes pretty long for mail to reach here. Tell Mom not to worry. All will be all right."

March 7, then, that letter came. What else happened on that day, 3,000 miles away, was briefly told in the War Department telegram that was delivered at 154 East Fifty-sixth Street, yesterday to Private Adkins' "next of kin."

"We deeply regret to inform you," it ran, "that Private George A. Adkins, infantry, is officially reported killed in action March 7."

FIND DEATH MENACE IN AVITOR'S GOGGLES

Glasses Made By Firm With German Name Distort Vision

San Diego, Cal., March 21.—Major John C. P. Barthoff, commander of the Rockwell aviation school at North Island, near here, posted an order today that all goggles made by a certain eastern firm with a German name should be turned in to the officers or destroyed at once. The glasses have been in use at North Island, Kelly Field, Texas, and at other training schools for aviators.

The bulletin said that Dr. A. L. Day, head of the geophysical laboratory of the Carnegie Institute at Washington, had made a thorough investigation of the goggles and declared they reduced the power of vision more than 18 per cent. Doctor Day reported his findings to the chief signal officer at Washington and that officer had warnings sent immediately to all American aviation schools and camps.

Trouble with the goggles had been reported at North Island by Major John Purroy Mitchel, former Mayor of New York, who is now in training there, and by other students of the Rockwell Field school. They reported that in many cases they had misjudged their altitude to a serious extent when making landings.

Schwab Accept Ship Position

Washington, April 16.—Mr. Charles Schwab, president of the Bethlehem Steel Works, has agreed to assume the post of chief of the United States Shipping Bureau at the request of President Wilson.

SOLDIERS SEE SIGHTS

Get Bus Rides And Feasts And Are Entertained

New York, March 18.—Three busloads of khaki clad lads from California and Maine and numerous way States got their first real glimpse of this city yesterday when the New York War Camp Community Service launched its latest method of providing entertainment for the soldiers and sailors on their way either to or from the camps in this country or the fighting front in France.

Loaded until not another fighting man could be squeezed aboard, the big buses started at 10.30 in the morning from the headquarters of Unit No. 5 of the community service, at 49 West twenty-seventh street. One bus went up town to Fort George, with a professional barker pointing out to the soldiers the places of historic and other interest. The other buses went down town and drew up at the Woolworth Building, where the visitors were taken up to the tower for a birdseye view of the metropolis.

Hospitable families received many of the youths on the uptown tour and provided bounteous dinners for them, the buses dropping each soldier off at the home of his host. The men who went to the Woolworth tower were entertained at Grace Church, Broadway and Tenth street, where women church workers saw to it that none went hungry. Later the visiting soldiers received free tickets for theater entertainments.

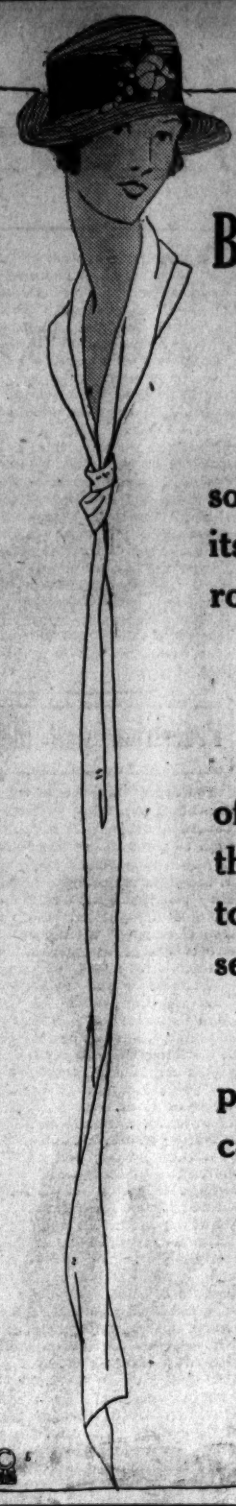
CUNARD GETS SHARE IN TWO OTHER LINES

Takes Control Of Anchor And Anchor-Donaldson Steamship Offices

Philadelphia, March 20.—Announcement that the Cunard Steamship Company, Ltd., had acquired large interests in the Anchor Line and the Anchor-Donaldson Line and that the business of the three companies would be operated jointly in this section was made yesterday by James Potter, manager of the Cunard Company. The office is at 1,300 Walnut Street and is in charge of Mr. Potter.

Several of the large vessels owned by the Cunard Line have been commandeered by the British Government for use as transports. As a result of its increasing business the line is opening joint offices in San Francisco, Vancouver, St. Louis, Minneapolis, Winnipeg and other ports. Recently the company purchased 48,000 square feet on Broadway opposite Bowling Green, New York, where it will erect a skyscraper to house the offices.

The office of the Anchor Line formerly was at 902 Walnut Street, the general agents being Robert Taylor & Co. The Anchor Line operates between Glasgow and New York and from New York to the Mediterranean. The Anchor-Donaldson vessels run from Glasgow to such ports as Quebec, Montreal, St. John, N. B.; Halifax and Portland, Me.



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AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 28, 1918

The Motor Manufacturer And Service For The War

'Must Speed Up' is Buick Official's Comment In Discussing Makers' Duty

By E. T. Strong
(General Sales Manager of The Buick Motor Company)

It is an excellent thing for the individual to hold the mirror up before himself occasionally and inquire into what manner of man he really is. And for an industry, because it is human institution, the practice is of equal benefit.

Motor car manufacturers and dealers in general should welcome the investigation of the federal advisory committee into the true status of the motor car as a modern necessity, because this investigation will be conducted in so thorough a manner as to leave no room for doubt in the mind of the least informed person. In this case the effect will be the same as if the investigation had been conducted by the motor car manufacturers themselves, and will have even greater weight because the information will come from an eminently reliable and unprejudiced source.

Our country is engaged in an undertaking that calls not only for the best efforts of every true citizen, but for the utilising of every business weapon that can in any way facilitate the great work in hand. Behind the army in the field is a still more numerous and powerful army of workers—producers—who provide the thews and sinews of war as well as of peace.

The machinery of war has already gathered unprecedented momentum and is beginning to turn out its products like a vast factory. It is an inspiring thing because of its magnitude and because of the manner in which the modern way of doing things has been applied to it.

Speeding Up Production

Transportation is playing a very important part in the mobilising of the units of this industrial war machine and will have a still greater part in the future. Because it is necessary, in order to provide the funds and the materials for war purposes, to keep business on as even a keel as possible in spite of the additional work incident to getting the army and navy on a full war footing.

This means a general speeding up all along the line. It means that the producer must be a still bigger producer. It means that the average business man must divide his energies in such a manner as to contribute everything necessary to the needs of the war department, and after that to hammer away at his regular business to keep it as nearly normal as possible.

This is the clear duty of all of us who remain on this side of the water—to speed up, not with the haste that makes for waste, but by using every possible means at hand to make ourselves more efficient and more productive.

We in the motor industry are concerned with the question of transportation, which is a most vital question and will remain so. But we deal with the transportation of men rather than of materials. Our job is to shorten the distance between business places—to shorten the time that it takes the business man to deal with an outside connection, in order to give him more productive time in his own establishment. Our job is to lighten passenger travel on local and interurban trains, to make way for the moving of freight and the transporting of soldiers.

For time is the big element the government has to contend with in the prosecution of this gigantic undertaking. Wonders have already been accomplished in changing our nation from a peace to a war footing, but the things that have been done will pale into insignificance beside what the next year will bring forth. As we gather headway and the good work of the past months begins to assert itself more strongly, the element of time will be of still greater importance than it now is, and the ingenuity that characterises Americans will be tested as never before in the battle with time.

Business Must Do Its Bit

There is not, and never has been any question about the ability of America to thrown enough resources into the war to turn the balance in favor of the Allies. The only question is whether we can do it quickly enough to bring affairs to a speedy conclusion.

This part of the war is up to American business and the efficiency with which we who are not "overthere" do our part.

The motor car has already contributed largely to American industry in the saving of time, and is rapidly being adapted to the present needs of efficient haste. We find it everywhere—in the transportation of army and naval officers—in Red Cross work—in relieving the congestion of street cars—in facilitating the transaction of the business of building war materials.

The industry has also been drawn upon by government officials for men of experience and ability, not only in transportation problems but in the actual designing and building of motor equipment for war purposes. For in making motor cars more and more efficient and economical, great strides have been made in the development of materials ideally suited to the demands of lightness and strength. Out of this experience has come the Liberty motor for aeroplane use—a genuine tribute to the motor car industry.

Automobile builders have also been responsible for the intelligent application of progression methods to building products both uniformly and economically, and these methods are also being applied to building war materials of all kinds with the utmost satisfaction.

So the influence of the motor car is more far-reaching than would first appear, because in a sense the automobile industry has been up against an almost parallel necessity to war conditions for a good many years. This necessity was and is building a complicated machine, subject to constant strain and use, in large quantities and in such a manner as to render dependable service economically.

Dealers Can Aid

Dealers and distributors have an equal opportunity to serve. While the things they can do may not be applied to the actual manufacture or sale of materials for the army and navy, there is a wonderful chance for them to assist in the saving of time for business men and enabling them to inject more efficiency into their business, as described above.

We must not become bewildered by the unusual activity that surrounds us, nor relax our efforts because it is in some respect foreign to what we are accustomed to. Every one of us should be busier than we ever were before in our lives, because there is so much more to do.

The first and most important thing is to get the right angle—to see where we can serve, and then to get everlastingly busy. There is a bigger field for used cars than at any previous time, because of the shortage of motor trucks. Convert them into light delivery cars or overhaul them for equally important service. New cars will be needed for business and professional men, for salesmen, for farmers, for everybody who needs to save time on short or long trips.

A great portion of the world's gold supply is now in this country. It is here to be used, which means that it must be diverted through business channels in the most effective manner.

Our country must take advantage of every resource she possesses to accomplish her aims completely and speedily. The motor car is an economic necessity and has long since passed through the trial stages that every great invention must endure before receiving the O. K. of popular opinion. The war will teach the American people more about efficiency than they ever knew before, and the automobile will play its part in a manner that will have a beneficial effect on all business when the war is a thing of the past.

Pedestrian And Motorist

The report of a committee on street accidents, appointed by former Police Commissioner Woods, states that more than 50 per cent of such accidents are of pedestrians struck by vehicles, and in the great majority of these cases the pedestrian is at fault. The thought is suggested that if pedestrians stopped attempting to cross streets except at intersections many sad accidents would be avoided.

It has been our contention for a long time that pedestrians were all too often to blame for accidents. This is, of course, not a popular view—popular in the sense that the great majority of people might be expected to applaud it. The motor car driver is a malefactor of great wealth solely because he owns an automobile, in the view of many persons. Of course, he could be a Ford owner, you know, and in the nature of things the largest percentage of motor car drivers everywhere must be Ford owners.

But the motor car has always been fair game for agitators of many sorts ever since the "big red French touring car, believed to be a Panhard," we used to read about in the old days, filled with shrieking joy-riders, bowled over old men and women and children, the riders then dashing on their way uttering cries of ghoulish glee.

There has been a good living for years for certain persons representing so-called associations which, under various names, attack the motor car and the motorist. These propagandists collect funds from "good names," which also figure on the directorate. If it were not that alleged statistics and reports of these "societies" receive publicity now and again from newspapers they would find their existence hard to eke out. But as long as plenty of press clippings give the appearance of real activity the "good names" are content to give up more money for the "work."

Suggestions to regulate the pedestrian are not approved by such "organisations." It would simply kill their game if it were conceded for even a moment that any one but the automobilist is ever to blame. The picture must be so painted as to show a constantly increasing number of devilish drivers going about seeking whom they may run over. With any other conditions these self-interviews about the need of drastic legislation to curb the demon driver would fall flat.

Mind you, it is not our belief that the man who drives an automobile is always considerate of the rights of others We do not contend that all motorists are cautious and that none are reckless. We just want to make the point that not all the road hogs are behind the steering wheel.

TIRE TIPS FOR THE WISE AND UNWISE

Put Your Inner Tubes In Casings The Way Race Drivers Do

Even experienced drivers are making the mistake these days of wrongly inserting tire tubes in casings, particularly in one regard, the B. F. Goodrich Rubber Company points out. The right method is based on the usage of the leading racing drivers with the logical assumption that they are the best qualified to decide.

Anent tube insertion, one of the first things to do is to give the bridge nut at the base of the valve stem above the oblong metal plate on the tube a tightening twist with a pair of pliers. The use of pliers is advised in preference to a wrench, as a wrench is too powerful for the purpose and liable to cut the valve through the rubber.

It is surprising how frequently a slow leak is due to the loose fit of the tube around the valve. When the tube is entirely in the casing, jar the tire a few times to seat it. Only after the tire is mounted and fully inflated—in fact, it is advisable to have to slightly over-inflated—is the time to fasten securely the rim nut which works around the valve stem above the rim. With this nut firmly tightened down against the rim, the surplus pressure may be allowed to escape and the tire brought to normal contour for the load carried. The caliper gauge is the means for measuring the load.

The excess of air pressure acts as the press that firmly seats the metal bridge on the inside of the tire. The force exerted on the approximately four inches of metal surface at 80 pounds pressure is thus 320 pounds, and this prevents pinching.

MORE WIRE WHEELS SHOWN

At the New York automobile show, of 315 cars displayed 184 had wood wheels, 124 wire wheels and 7 disk wheels. The proportion of wire wheels was far greater than ever before.

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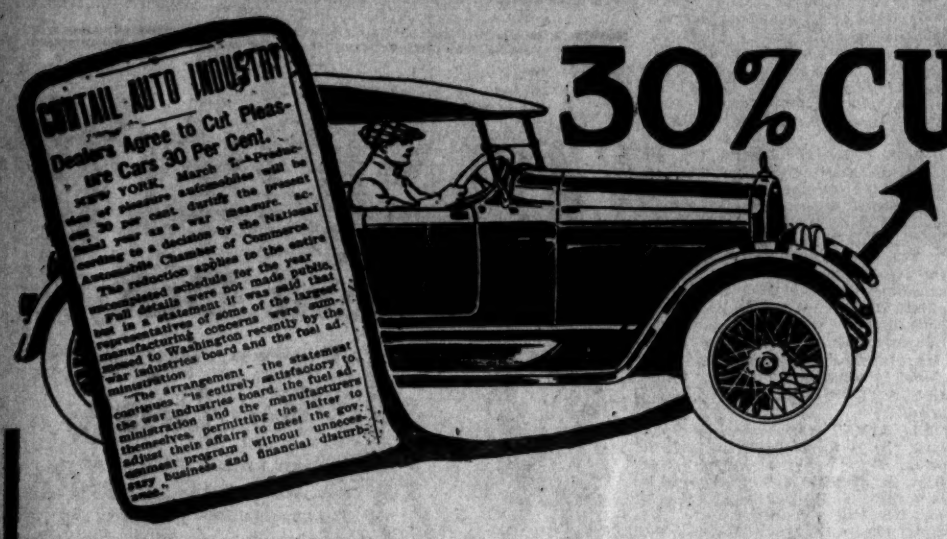
CURTAIL AUTO INDUSTRY
Dealers Agree to Cut Pleasure Cars 30 Per Cent.
NEW YORK, March 2.—Production of pleasure automobiles will be cut 30 per cent. during the present calendar year as a war measure, according to a decision by the National Automobile Chamber of Commerce.
The reduction applies to the entire manufactured schedule for the year. Full details were not made public, but in a statement it was said that representatives of some of the largest manufacturing concerns were summoned to Washington recently by the war industries board and the fuel administration.
"The arrangement," the statement continues, "is entirely satisfactory to the war industries board, the fuel administration and the manufacturers themselves, and the latter to adjust their affairs to meet the government program without unnecessary business and financial disturbance."

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DEALER IS OPTIMISTIC AS TO AUTO OUTLOOK

Chandler Official Says Auto Has Proved Its Value—Predicts 1918 Will Be 'Hummer'

"Despite a lot of loose talk about the effect of the war on the automobile industry, which has invariably given the automobile the worst of it, there will be a big sale of cars this year," says J. B. Hulett, President of the Brady-Murray Motors Corporation, distributers for the Chandler car.

"The manufacturers have attended strictly to business and have put the industry into the best possible shape to meet war time conditions. The hundred and one things due to happen, according to the gossips, such as the commandeering of the plants, the scarcity of gasoline and a sagging all along the line, have not happened and will not happen.

"The recent show offered the manufacturers the opportunity to make known their plans in a personal and intimate way. The public was there to get first hand information, and the manufacturers were there to give it.

"The result was apparent from the beginning. There were more persons at the show considering the purchase of automobiles than ever before in the history of the industry.

"The great American public has the knack of adapting itself very readily to new conditions. After war was declared there was a period of nervousness—a nervousness quite natural, because the public was confronted by something new and big and strange. Under the new conditions encountered it was not a question with the public of just 'living as usual,' but of finding the way to live in war times without a complete dislocation of general habits of living.

"Then came the readjustment to meet these new needs. An insidious propaganda for false economy delayed matters, but at last the public's eyes were opened to the fact that real thrift was nothing more than wise buying, and that to stop buying was to stop the circulation of money and thereby tie the hands of the Government.

"The year 1918 is going to be a hummer for America, both here and overseas. Those who have gone will see to it 'over there,' and we who remain will attend to things here. Such team work cannot fail."

$10,000 Auto Thieves Caught In Honolulu

Honolulu, March 18.—As the result of a two weeks' search for the gang of automobile thieves which has been stealing automobiles and accessories, the police today located the headquarters of the gang, recovered what is estimated to be $10,000 worth of stolen goods and arrested the leaders. Those arrested are Nabiete Onishi, Sadaichi Kajihiro and N. Yamamoto.

So bold had the thieves become in their operations that they were stealing automobiles from the principal streets in the city and hardly a day passed but what the theft of some accessory was reported to the police.

The headquarters of the gang was on the old Moiliili road behind a blacksmith shop. The outlay consists of a two-room cottage, a garage for dissembling the cars and a storehouse. The storehouse and cottage were packed with the stolen goods and the sides of the garage were lined with automobile parts.

Three automobiles stolen within 10 days were recovered by the police department.

Last Saturday night a car owned by W. T. Livingston of the Hawaii Meat Co. was stolen from in front of the Liberty theater. It was found in a gulch near Leilehua.

In a garage on Beretania street, Sergeant John Kellett located the parts of two other cars, stolen a week ago from George Kluegel and John Maxim. The Chinese in charge of the garage admitted taking them apart and changing the nameplates, but declared that they had been taken by N. Yamamoto. Both were arrested.

Truck Talk--Some Things In Motor Transportation

Washington, February 23.—Within a few years the Post Office Department will be the largest single user of motor trucks in America and will operate them on rural delivery routes throughout the United States. Many interesting details regarding this service were given at a meeting in Chicago recently for the organization of the Highway Industries Association by J. I. Blakeslee, Fourth Assistant Postmaster General, as follows:

Recently the Post Office Dpeartment has taken a deep interest in the progress of highway improvement, the development of the motor truck and methods of utilising both. There has been a reduction of farm production owing to the draft of man power into war service at a time when it is imperative that production should be increased. More convenient transportation would stimulate production. Although somewhat late in starting, the postoffice in endeavoring to overcome this loss through the "farm-to-table" movement.

The only way to demonstrate to the producer that it is worth while to increase production is to put some visible means of communication before him, and that is by establishing motor truck parcel post routes. There are in the United States 43,295 rural mail routes and 16,000 star routes, but the average number of pieces of parcel post matter carried per day to producers on these routes is only eight per route, and only one piece per route from producer to consumer. There is not a single parcel post route from New York out into productive territory; only one from Philadelphia and two from Chicago.

Motor truck parcel post routes will aid producers and eventually reduce the cost of living. Fourteen handlings are now required to deliver eggs from the producer in Vineland, N. J., to the consumer in Philadelphia, and this number is doubled when the eggs are shipped from Philadelphia to consumers in New York. Yet we wonder that eggs are selling at 90 cents a dozen. As against this, only six handlings will be required by the motor truck service between New York and Philadelphia.

There are approximately 2,200,000 miles of public road in the United States, on more than half of which there is no mail service, and 156,000 miles of improved road, on 120,000 miles of which there is no service. To develop the farm-to-table movement it is only necessary to take advantage of highways already existing and improved. With a Federal appropriation of $125,000 and an Ohio State appropriation of $250,000, the Columbus-Zanesville road was put in good condition for motor truck service a year and a half ago, but the first postoffice motor truck will be put in operation over this road within the next thirty days.

During the present winter postal trucks have been operated daily on a 110-mile round trip route from Oxford, Penn., to Philadelphia, without missing a trip. Growers at Oxford were shipping from one to one and a half tons of mushrooms into Philadelphia daily, when the express service they had been using broke down. It was essential to have a heated motor truck for the business. In three days the post office provided one. The first day it carried 1,100 pounds of mushrooms and the second day, Sunday, it carried 800 pounds. In the first three days the truck earned $30 a day. This one truck will earn $12,000 a year and the service will cost $4,200. Heretofore the growers had to ship their mushrooms 120 miles to get them to Philadelphia, 55 miles distant.

A motor truck route from Washington to Leonardtown has been in operation three years, with a two-ton truck and 1½-ton trailer. It carries the mail for 104 post offices and 102,000 persons. Revenue is derived from first class mail as well as parcel post matter.

There is also a motor mail route between Baltimore and Gettysburg, and the postal revenue is far beyond the cost of operation.

Statistics collected by the United States postal authorities, and supplemented in part by investigations made by crews of tire testing fleets of the B. F. Goodrich Rubber Company, operating in the rural districts of the South, show conclusively that Uncle Sam can enrich himself by at least $100,000,000 by installing motor trucks on the "farm to table" routes. The antiquated system in vogue—the use of the horse and wagon on 44,000 routes throughout the country—is a losing proposition; and to the extent of $30,000,000 too.

The few motor truck investments made by the government last year earned $70,000 apiece on an original investment of $4,200 for each truck. Moreover, communities were reached by the motor trucks that had never been visited before by Uncle Sam's mail carriers.

On the 2,199,000 miles of roads in this country, 1,122,000 miles have no mail service at all. Furthermore, there are 1,500,000 families in the nation that have no postal communication with the outside world.

Recent investigations develop that the average motor truck operates at about 35 per cent efficiency. That is to say, that a large number of motor trucks are not loaded to their full capacity, and most of them are running entirely empty one way. When it is considered that there are approximately 435,000 motor trucks operating in the United States, each having an average load capacity of two and a half tons, the loss in efficiency of 65 per cent is astounding.

Assuming that each truck makes an average of four trips a day for 300 working days a year, the motor trucks now in service, if operated at 25 per cent higher efficiency than at present and carrying a load in one direction, would show a gain a year of 780 tons a truck or 339,300,000 tons per annum on the entire fleet of 435,000 trucks.

Now, if it could be arranged that these trucks instead of carrying a load in one direction only would carry loads in both directions, this annual gain would be 678,600,000 tons. The magnitude of this extra tonnage can best be appreciated by a comparison. It is estimated by good authority that the total tonnage handled through the Great Lakes during 1917 was 100,000,000 tons.—Hector C. Adam, Truck Sales Manager, Packard Motor Car Company of New York.

Remarkable work was done by a Maxwell one-ton worm drive in assisting in the construction of the recently finished New York subway system. The Lewis H. Woods Construction Company purchased one of the Maxwell trucks and equipped it with flanged wheels. According to information received from Harry T. Sutherland, engineer of the Lewis H. Woods Construction Company, the truck has accomplished what would only be expected of one three or four times its size, carrying such loads as a tremendous trailer weighted down as follows:

	Pounds.
18 lengths, 33 ft. long, 150 lb., 3d rail, 594 ft., at 50 lb., per ft.	29,700
28 crates of 3d rail insulators, 5 insulators to each crate, at 13 lb. each.	1,080
13 men, including operator, approximately 160 lb. each	2,080
Making a total load on truck and trailer of	33,600

This weight is, of course, exclusive of the weight of the trailer itself. The load is started from a dead stop, and a speed of thirty-five miles an hour maintained. On tangent track, curves and crossovers are taken at a speed of approximately ten miles an hour.

The truck was bought on July 27, 1917, and placed in operation August 20, 1917, and has hauled up to approximately January 1, 1918, 65,000 feet of 150-pound third rail and 35,000 feet of protection board in addition to moving tools and drilling machines with men to the different parts of the works.

Condition Demand Keen Buying Judgment

"Never before in the history of this country have its business men been called on to meet so many emergencies because of conditions now existing and with which we are all familiar," says R.E. Chamberlain, manager of truck sales, Packard Motor Car Company. "And never before has it been so necessary for them to exercise their keenest judgment in purchasing raw material, machinery and other equipment, as it is today. Yet when the crisis is so pressing that the very existence of a man's business is threatened he has to buy almost anything he can get his hands on to fill the gap.

"The motor truck industry has furnished many examples of this nature in the past two or three months. Our business brings us in the closest touch with some of the biggest men in the business world and it is from them that we get a clue to the way they buy in emergencies. They know that the emergency will not always exist, yet when they do have to buy a truck, they go to one of our dealers and order for quick delivery. The price is a secondary consideration.

"The gap might be filled by a vehicle of lesser price, but they buy Packards because they know that they will be in service for many years—long after the emergency that made the purchase necessary is forgotten. They expend more, but they spend wisely because they know the additional expenditure is buying quality that assures permanency of the investment."

Little Coal Used By Auto Industry

Although the automobile industry ranks near the top in magnitude among all the manufacturing industries of America, it is a very light user of coal.

According to the report of the U.S. Bureau of Census for the year 1914, it ranked in forty-second place in tonnage of coal consumed. Less than half a million tons were used in automobile and motor truck plants in that year, while thirty-one other industries used more than 1,000,000 tons each, six used more than 2,000,000, and seven consumed more than 5,000,000 tons each.

Steel works and rolling mills used more than 20 million tons during that year, clay products companies more than 8½ million, cement plants nearly 6½ million, and paper and wood pulp mills more than 6½ million tons.

A Kerosene Motor Transformer

In view of the scarcity and high cost of gasoline, engines so constructed as to permit the use of some cheaper fuel should attract the interest of automobile users especially. The demand for such an attachment for Ford automobiles, for example, is very great and many attempts have been made to perfect a device that will allow the use of kerosene as a fuel without harm to the engine. The K.M.C. transformer made by the Kerosene Motor Company has, the manufacturers claim, successfully met the requirements of the situation.

This transformer consists of a double-bowl brass carburetor with a specially made manifold and an extra, auxiliary tank with braces, fuel line, gaskets, bolts, etc., entirely replacing the standard equipment. Printed instructions showing how to attach, adjust and operate the device accompanying each transformer, and the company give their guarantee that when the device is attached and adjusted in accordance with these printed instructions, it will use kerosene as a fuel.

The K.M.C. transformer does not burn the kerosene, but transforms it into a rich, heavy gas by the heat from the manifold, and in this form it is drawn into the cylinders, where it explodes with a clean combustion. No liquid kerosene ever enters the cylinders, from the very nature of the construction of the transformer. The two-bowl carburetor of this device is a unique feature; it takes care both of the gasoline on which the car starts and of the kerosene that is the "running" fuel. The carburetor prevents the fuels from mixing and makes it as easy to start the car as with standard equipment.

The manufacturers state that these transformers have excellent records to their credit. One car, for example, made a record of 36.7 miles on a single gallon of kerosene. It is said that a run of 30 miles to the gallon is common and in practically every case where the transformer has been installed properly, there has been no trouble whatever. Of course the device will not rejuvenate an old car, but the company state, it will make a Ford automobile that is in good condition run on kerosene and do it indefinitely without any trouble. The device will soon pay for itself in the economy effected in regard to fuel bills.

A Simple Device To Locate Knocks

A crude, but quite effective device to locate knocks and their unusual engine noises, can be made as follows: Take a straight piece of round iron rod 3-16 inch or so in diameter and shoulder down one end to ¼ inch or less for a distance of 3-16 inch. Take a cylinderical tin can and drill a hole in the center of its bottom the right size to fit on the shouldered end of the rod and form an ear-piece. Rivet the can on the rod-end with a small burr or washer to rivet against and then cut the open end of the can so as to be comfortable to use. The rod should be of convenient length, perhaps five feet. In using the instrument the open end of the can should be held to one ear (the other being plugged' with cotton), and the free end of the rod held against different parts of the engine when it is running. The bottom of the can acts quite effectively as a diaphragm. Very much neater devices for this purpose are on the market.

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FIRESTONE Giant Lorry Tyres were first of their type. They have established new standards through greater bulk of active rubber, broadened surface, deeper cushion.

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The CHANDLER SIX

LATEST MODEL

We are pleased to announce the arrival of a shipment of New Chandler Sixes in Shanghai. Touring cars and roadsters are equipped with 34 X 4 WIRE WHEELS with an extra wire wheel mounted at the rear of the car. The cars are finished in standard blue, with wheels painted white. The standard chassis is furnished with these cars, except that there are several new refinements in equipment. The most important one is the Westinghouse lighting and starting system. While the former one was efficient and free from defect in operation, we believe the Westinghouse equipment is even better.

The Chandler Manufacturers are conservative in regard to radical changes in the design and assembling of their product, and do not substitute any single part simply because it may be cheaper, and might increase the profit on the car. The present electrical system is the best and most efficient one that the Chandler engineers could find for this new series.

To appreciate and realise what these cars have to offer, you must see them and ride in them. They are their own salesmen.

The Star Garage Co.

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The International Banking Corporation, Hongkong and Shanghai Banking Corporation, Banque de L'Indo-Chine, Banque Industrielle de Chine, and the American Post Office sell bonds on easy terms. They pay 4 1/4 %.

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Testing Airplane Engines Is Now One of the Fine Arts

Fiat Factory Has Built Up Model Plant To Try Out High Power Motors

It is not sufficiently understood to what an extend motor car factories have been taxed by the production of airplane engines, comment the Fiat Press Bureau. Previous to the war, for instance, few factories had occasion to test engines developing more than 50 horsepower; some of the best firms building racing engines found themselves unable to give a thorough brake test because of the lack of a brake capable of absorbing all the power developed.

Within three years all this has been changed and provision has had to be made for the testing of engines ten times more powerful than those built for car service, and while being scrupulously exact, it has been necessary to carry out the tests with the utmost economy of time.

Having always attached great importance to engine testing, the Fiat Company decided at the outset to obtain the best possible airplane engine test room and today claims, to have the biggest and most elaborate installation in the world.

Unlike the car engine tests shop, where electric dynamometers are used, the aviation engines are all tested by means of water brakes. These are accurate, convenient, and capable of absorbing the power developed by the most powerful engines—although this may reach not far short of four figures.

The engine to be tested is rigidly mounted on a cast iron base which can be adjusted in any direction so as to facilitate lining up with the brake. Between the engine and the brake is an elastic coupling composed of flexible steel discs, and close behind the coupling is a flywheel which has the advantage of making the running of the engine more regular.

Elaborate Exhaust Evacuation

Evacuation of exhaust gases has been provided for on the most modern lines. With the exception of the short length of pipe from the engine collectors, all the exhaust piping is underground. There is a main big diameter water-jacketed pipe with a suction fan at its extremity which discharges into the open air a considerable distance away from the test room. The exhausts from the individual benches pass underground into this main pipe. Under this system the test room is kept clear of exhaust gases and noise is so much reduced that with a full battery of engines under test—developing several thousand horsepower—nothing more than a dull rumble is heard outside the factory walls.

Another interesting feature is the arrangement of fuel and oil supply. The main petrol tanks are placed in a room some distance away from the test shops and are mounted about 10 feet above the level of the ground. The petrol feed pipes are taken underground from these tanks to the test room, being carried through the permanent bench to within a couple of feet of the carburetor, so that there is only a very short length of external piping. This arrangement reduces fire risks to a minimum.

H. P. Told By Oil Consumption

In addition to these main supply tanks there exists for each engine an inexplosive tank with a capacity varying from 5 to 10 gallons, mounted on a balance just sufficiently high above the carburetor to give gravity flow. This is made use of for the fuel consumption test only. Without stopping the engine the operator can, by means of a three-way cock, close the flow from the main tank and open the auxiliary tank. Having noted the weight of the tank before bringing it into service, and having read the weight when he shuts off the flow, he knows immediately the weight of fuel consumed in a given time and the horsepower developed during that time. Complete accuracy is assured and not a second is lost.

There is a somewhat similar system for the oil supply, the oil being contained in tanks independent of the engine, and also mounted on balances so that a reading of the weight consumed is available at all times. On its return from the engine the oil is passed through a water cooled radiator.

After being run light for a little time, in order to ease the bearings and make minor adjustments, the speed and load are gradually increased until the engine is ready for its official test. Normally this occupies 10 to 12 consecutive hours. During this time horsepower readings are taken, the temperature of the cooling water is noted and as often as considered necessary—but without stopping the engine—fuel consumption tests of 15 to 20 minutes duration are run.

All requirements having been met in this test the engine is completely dismounted, examined for abnormal wear, reported on, then reassembled and returned to the test shop for a final full load test of one hour. After this it is taken off the bench, cleaned, verified, without having dismounted, and sent to the packing room for delivery.

Make Tests On Alps

While airplane engines are tested at practically sea level, they have to do most of their work at altitudes of several thousands of feet. This involves very complex problems, and in order to secure accurate data it has been proposed to build special test rooms in which a low atmospheric pressure is artifically mainfained. The Fiat Company is fortunate in having almost at its doors the high Alps with good roads leading to their summits, whereon it is possible to make accurate tests at altitudes of 6,000 to 8,000 feet above sea level. It is only necessary to do this in special cases, but the valuable data obtained can be applied to all similar engines tested in the ordinary way in the main shops. By means of these Alpine test benches some wonderfully valuable experience, the nature of which cannot be revealed, has been obtained on compression, carburetion, valve timing, cooling of the cylinders and oil, ease of pick-up after sudden cooling (corresponding to a long fast glide), etc.

What Of Motor Drivers When The War Is Fnded?

What will become of all of the chauffeurs when the war is over?

This question is being asked by many military and automobile experts.

During the war innumerable thousands of men are learning through force of circumstances in a very practical school not merely to drive motor vehicles but more about the automobile mechanically than most chauffeurs knew before the war. Apart from classes and any instruction which may have come their way in the ordinary course of things, they have acquired a wonderful fund of self-taught, first hand mechanical knowledge bred of necessity in circumstances where there was no "nearest garage" to fall back on and they had to get on with the job.

This intimacy with the automobile day in and day out—and night in and night out, as well—is as certain as anything can be to leave its mark a man's outlook as to the future and it will have become second nature to him to be a motorist in some capacity or other—preferably in common with the rest of mankind which reflects the human element in all motoring.

Again, there is not only the call of the road but the habit of the open air life, which will exercise a paramount influence on a considerable perceptage of men who have seen service and will help in many cases under the new regime of better wages, together with the peacefulness of the prospect, to repopulate the agricultural districts. Many will revolt from an atmosphere of office and factory and in the true spirit of philosophy, learned in a rough school, they will prefer the prospect of lower wages to loss of freedom and an indoor future.

Certainly to such, especially those with a thorough knowledge of motors and driving and the habit of the road, the calling of the chauffeur will make a very direct appeal.

However, in the ordinary economic course of supply and demand it is to be anticipated that, with a greatly increased volume of candidates, the calling of the chauffeur will cease to be one of the most highly remunerated of its class and will take rank in the future with the lesser paid methods of earning living, on account of its pleasantness and comparative ease, especially in the country. Then there is a new factor to be reckoned with, the woman driver, both amateur and professional, who has taken very readily to the wheel and will not in her turn willingly yield it up again.

Examine The Brakes And Avoid Trouble

It may Save Your Life And Will Cut Tire Bills

As you bring your automobile to a sharp halt before the upraised hand of the policeman at the street intersection have you noticed at times how the rear wheels of the automobile ahead of you act? Have you noticed one buzz around while the other locks?

That peculiarity, in the language of the automobile expert, is the penalty of faulty brake adjustment. The locked tire is called upon to resist the pressure of automobile and pavement alone, the consequence very often being a badly gouged tread.

"Before a man sets out in his automobile he should give a thought to his brakes," said one of the engineers with the tire testing fleet maintained by the B. F. Goodrich Rubber Company. "He should see that both brakes grasp with equal effectiveness, that the brake linings are clean and dry.

"If one brake is looser than the other, not taking hold simultaneously, not only is the locked tire damaged, a great piece gouged out of the tread, but the safety of the motorist himself is jeopardised. Properly adjusted brakes give him perfect control over his motor and respond to his touch.

"I have seen tires with a section the size of a man's hand gouged out of the tread when uneven brake tension caused one wheel to lock and slide while the other rolled. Let the wheels keep turning, but under the slackening pressure of the brake, and your car will be brought to a standstill more quickly, with greater safety and without detriment to tires."

Smaller Car Output Means Higher Prices

It comes, after all as no great surprise that the motor car manufacturers have decided to reduce production by 30 per cent in passenger cars, comments a New York motor expert. Actually this means that about half the cars planned for 1918 will be produced, because, starting from last April, when the state of war with Germany was declared, schedules were cut and production materially checked. A falling off in public demand at that time was the compelling cause. There are less selfish reasons for the recent reduction. One is that the motor trade may go as far as the government requires in making war goods. Another is not to interfere with the absorption of materials needed in war fields.

Immediate increases, and big ones, in the prices of cars may be expected. It stands to reason that when "overhead" is distributed over 70 per cent of production, instead of 100 per cent the cost of each car is greater. Then, too, in order to permit dealers to live from the smaller number of cars they must get, it is imperative that the margin of profit on each car sold be made greater. Higher prices for new cars and a lessened production mean in turn better prices for used cars.

The whole situation is bound to keep on the road everything in the way of an automobile that can still run.

U. S. Royal Cord Tires Set 38,000 Mile Record

Here is a tire performance that is very apt to hold the endurance record for many a day to come—a performance that is arousing such interest in California that the public is keeping score on its daily mileage record.

The Kent Brothers, who operate the motor stage between San Pedro and Redondo, California, have their car equipped with United States "Royal Cord" tires. When one of these tires had run 28,411 miles and was brought in to be re-treaded, the local press sat up and took an intense interest in this "wonder" tire, and on November 3, when a total of 38,249 miles was attained, crowds were waiting at each end of the stage route to jot down the mileage.

Reward The Magneto For Its Good Service

By William H. Stewart, Jr.

The magneto is a faithful instrument, although few drivers give it any attention at all. However, if anything goes wrong with it, the engine cannot be started. There are a few details of care which should be learned, as they will keep the magneto running longer and aid in finding the trouble when it occurs.

The care of the magneto may be summed up in three statements: Lubricate, keep clean, keep dry. One drop a week or every 500 miles in each bearing will be enough. There are three places needing oil; one at each end of the armature and one for the distributor.

Keep dry by covering with a leather boot or wiping off rain or water splashed on it, particularly on the distributor. Rain sometimes gets inside the safety spark gap and the magneto stops delivering current. Many types of magnetos are now made with a waterproof cover, but there are always places into which water may leak.

The third detail is to keep it clean. This means that the distributor head must be cleaned occasionally with a cloth and gasolene, as dirt will cause a short circuit. The cover should then be removed and the inside cleaned the same way. Wherever oil and dust accumulate in the distributor there is a chance for a short circuit. Inspect the brushes while the distributor is open. See that they are in good condition and the springs in good shape.

Another place needing attention is at the points of the circuit breaker, but not because of dust alone. They become corroded due to the current continually jumping across them as they break open. In a month or so these points become so pitted that the current cannot pass. These should be touched up with fine sandpaper—the finer the better. Double it over so that the sand is on both sides and will clean both points at once. Spring the points apart and let them close on the sandpaper. This can be worked back and forth, cleaning the points.

Sometimes it is sufficient to draw a piece of paper between the points, as this wipes off the oil and dust which have prevented the current from running. Files are provided for touching up the points of the circuit-breaker, but the unskilled operator is apt to file the points unevenly. The sandpaper does a good job and so leaves nothing to be desired.

While working on the circuit-breaker see that the gap is correct. About fifteen one-thousandths of an inch is the right opening. Crank the engine or move the spark lever until the points open to their widest extent. A piece of metal of the right size must be used as a gauge. It should pass through with a slight friction. The manufacturer provides a wrench with which to adjust the gap and a gauge to measure it by. Almost any gauge for a high tension magneto may be used, as they are all about the same thickness.

Another place that needs cleaning occasionally is the collector ring. This will gum up so that the brush does not follow it closely and the spark cannot always jump. Remove the brush and look in. If it shows a bright ring it does not need cleaning. Dirt may be removed with a cloth on the end of a stick, using alcohol or gasolene to loosen it. While the brush is out examine to see if it is broken, if it moves freely in the guide or holder and if the spring is all right.

This is about all that the driver can do. Other troubles require a skilled workman, and the magneto must be shipped back to the factory or to a service station. Such troubles are leaky condenser, loose windings or punctured secondary, weak magnets and so on. Do not send your magneto to some small repair shop and pay the man to experiment at your expense. Send it to people who understand it and have proper tools with which to overhaul it.

Rear-End Signal A Need In Closed Car Driving

The constant increase in the use of closed cars, particularly sedans, makes it imperative that there should be an effective system of rear-end warnings for motor cars. The average sedan is owner-driven, and in cold weather the windows have to be up in order to keep the car comfortable. The driver therefore cannot put his arm out of the window to give traffic signals and must depend upon the efforts of persons in the back seat, whose signs may not be noted, as coming from an unexpected source, by the driver of the following car. In winter time broughams, limousines and landaulets have the driver's place curtained in, unless the weather is unusually mild. This type of car, too, needs a rear-end signal.

Recently attention has been called to an effective warning device. It may be operated electrically without making it necessary to remove the hands from the steering wheel, and shows "Right," "Left" or "Stop," as the operator desires. It is an improvement over mechanically operated devices of various sorts, some of which require that the hands be removed from the steering wheel or else at the most give warning of a stop only.

This device shows front and rear, night and day. It is illuminated at night. By showing to the front it helps the traffic policeman, and the driver, too. For instance, if the driver, coming to an intersection with north and south traffic, just as it is about to be held up, flashes a "right" or "left" indication the policeman will let him go on his way before turning on the east and west traffic stream.

A buzzer in the device indicates to the driver whether or not the signal is functioning. It is not by any means limited to closed cars and the average automobile owner would find use for such a device on any car he drives.

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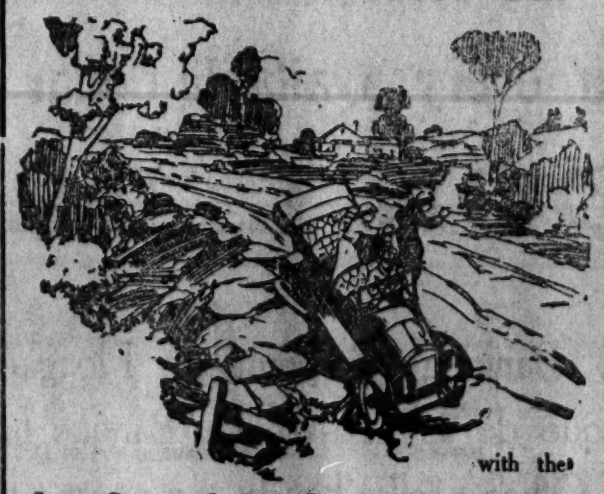

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Health, Beauty And The Home

Your Throat's Good Looks

By Mme. Lina Cavalieri ***The Most Famous Living Beauty.***

THE prevailing mode in furs impels me to offer some suggestions as to the best means of counteracting the after effects. It would grieve me much to be considered a prophet of misfortune, but I well know the throat and chin are bound to show the effects of this season's charming high collars.

This swathing of the throat in rolls of fur is so becoming to the face, and the rich pelts make so appropriate a finish even to an ordinary cloth coat, that I have no desire to suggest a change of style. And experience has shown me that womankind but relinquishes a dangerous fashion in order to adopt one equally deadly. So I am merely offering suggestions as to the best means of obliterating the attendant evils.

When the thermometer is aiming at zero, or the March winds bluster, thick folds of fur are a great protection against atmospheric strenuousness. But often the thermometer says Spring and the calendar Winter while dame fashion genially decrees high fur mufflers. The result of this blending of the seasons is flabby neck muscles from too constant perspiration.

The proper treatment for muscles rendered too soft in this way is exercise, massage and cold douches.

Quick head twistings, in which the chin is rotated from above the left shoulder to the same position above the right shoulder, will much improve the tone of the throat muscles. To avoid a dizzy head while getting all the benefit from this exercise it is necessary to twist the head quickly, but to hold each rest position for several seconds.

The cold douche and massage can be combined by placing a lump of ice in a soft towel and then rubbing the neck with it. Start at the median line of the throat and press upward and outward a number of times on the left side. Then perform the same movements from the centre of the throat to the right side. When you have come up to the chin follow the line of the lower jaw and press as hard as possible in transit from the chin to beneath each ear.

Then twist the towel until it forms a good handle for your lump of ice and snap it against the throat and surface of the lower jaw. When you have completed this castigation lightly rub the throat with a bath-towel. I do not advise you to wrap this kind of towel about the ice, for many a skin could not bear such rough usage.

After the ice treatment take a good lump of cold cream and massage it into the neck and throat, following the same path travelled in the ice route. Be sure each of your eight finger tips performs its fair proportion of this labor. In this manner you will not only cover the entire surface of the throat, but you will assure the proper development of the various small segments of the finger muscles.

Upon completion of the regular massage movements slap the neck with the back of the hand with fingers extended. Then press upward along the surface of the lower jaw with the backs of the hands.

Those of my sisters who have been through too strenuous a course of flesh reduction will find the above treatments very beneficial in obliterating the stringiness of the neck which results from too rapid a destruction of tissues in this dangerous part of the body.

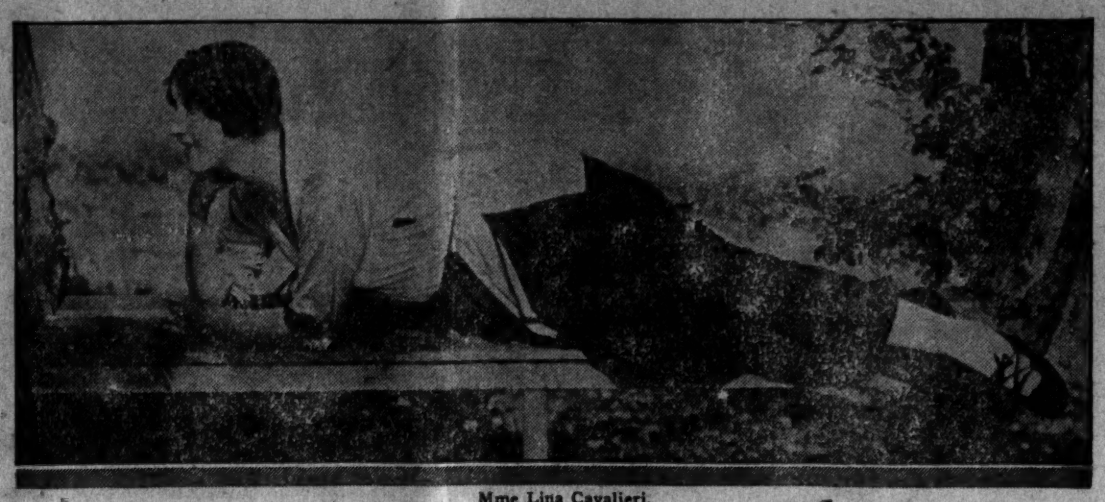
Strange though it may sound, this same treatment will benefit women who suffer from that dreadful blemish to beauty, a double chin.

As for the exercise which I have described to you, it is the only good throat beautifier, for I have looked into the matter very thoroughly. I know there are exercises for twisting the head sideways and then pulling the chin up and down with various other contortions. But the trouble with this type of exercise is that while it may be improving some muscles it is causing stringiness in those others which most tend to this unlovely characteristic.

Many persons may wonder at my devoting so much time to the subject of throat improvement, for to them the neck is but a meek handmaiden of the body. But like all really indispensable servants, when once the throat is out of order those to whom it ministers are placed in a most unbecoming light; that is to say, the loveliest of heads or the most statuesque of shoulders are of no avail when combined with a homely throat.

You know how completely a double chin will destroy the charm of the prettiest face, while rivers of diamonds and strings of pearls cannot conceal the ugliness of a stringy or scraggy neck. So I insist upon the beautifying of this part of the body for, as the French would say, it forms the "trait d'union" which unites those much inspected and admired features, the head and shoulders.

Formerly the throat was not looked upon as a thing to be concealed by furs or jewels. The old troubadours, those conscientious students of woman's charms, were so convinced of the importance of this part of the body that the swan-like neck was one of their most frequent subjects of poetic inspiration.



Mme Lina Cavalieri.

Beauty Questions Answered

MY face and neck have been taken good care of, but I am now forty-five years of age and the muscles are beginning to sag around my chin and neck. What shall I do?—RENO.

Here is a powerful astringent lotion with which you should bathe your face and neck every day:

Tannic acid	15 grains
Camphor water	6 ounces

At night wash the face thoroughly and then apply this cold cream, using the rotary massage movement of the fingers to rub it into the skin:

Almond oil	1½ ounces
Lanolin	½ ounce
Spermaceti	½ ounce
Witch hazel	½ ounce
Tincture benzoin	½ dram

I HAVE a slight growth of fuzzy hair on my face. How can this be removed without injury to the skin?—ALICE B.

There is really nothing that will remove these hairs permanently except the use of electrolysis. Sometimes they can be removed with a small pair of tweezers, but you will find this a most painful and tedious process, because each hair must be pulled out separately. If you try it bathe the skin afterward with witch hazel or pat into it a little soothing cold cream.

WHAT is a good remedy for falling hair?—R. A. A.

Shampoo it regularly with a good tar soap or castile, if preferred. Once a week is not too often at first. Then apply the following tonic:

Sulphate of quinine	30 grains
Tincture of cantharides	1 ounce
Glycerine	1 ounce
Powdered borax	15 grains
Alcohol	2 pints
Water	2 pints

Dissolve the quinine in the alcohol and the borax in water. Add the other ingredients. Allow the mixture to stand for one week before using. Then filter through paper.

I HAVE just returned from Florida and my neck and arms are burned very badly. Will you kindly give me a strong bleach for this?—TRAVELLER.

Below I will give two lotions. Experiment with them both until you find the one that best suits the texture of your skin. The first one is of English origin:

Milk of white almonds	3 ounces
Strained honey	2 ounces
Cold cream	4 ounces
Orange flower water	5 ounces

This one comes from France:

Essence of cucumber	2 ounces
Spermaceti	1 ounce
White wax	1 ounce
Olive oil	1 ounce
Almond oil	1 ounce

CAN you tell me what causes the arc of old age in my eyes at the age of twenty-seven?—M. H.

You have been under some severe eye strain or nerve tension, which has in turn affected the muscles of the eyes. You might try bathing them every night in the following lotion:

Boric acid	1 dram
Rosewater	6 ounces

IF I pick the hairs out of my eyebrows to make them more shapely will they grow in thicker?—BROWNIE.

Yes, that is the tendency in the majority of cases, though not in all. The most effectual remedy for this too exuberant growth is the use of the electric needle which will destroy the hair-papillae entirely.

ONCE my only pride, as I am otherwise very plain, my hair has recently lost its beautiful light golden color and is coming out in handfuls. Do tell me what I should do.—SARA.

Shampoo your hair at least once a week with castile soap and warm water. Always rinse very thoroughly and dry in the sunshine, if possible. A little ammonia and soda in the last water will brighten naturally light hair, but they are very drying in their effect. Another shampoo that is absolutely harmless and which will brighten light colored hair wonderfully is made of equal parts of strained honey and rhubarb stalks, which should be steeped in three parts of white wine. This should stand for twenty-four hours and then be strained and used as a lotion, wetting the hair thoroughly with it and allowing it to dry in. Afterward the hair should be rinsed in clear water and dried in the sunshine.

WON'T you please tell a young girl how she can cure herself of the habit of biting her nails?—VIOLET G.

Putting a little quinine on the tips of your finger-nails every morning will serve as a gentle reminder that you are not to do it. If that fails, then tie up both your hands in linen cloths. For very shame you will be forced to desist. At night you should rub a little cold cream or olive oil into your nails. This will stimulate their growth and when they have become long enough you can set yourself the task of shaping and filing them into a beautiful oval-shaped curve at the end of the fingers. Try this for one month and you will never want to bite your nails again.

New Ways of Solving Our Shoe Problem

WITHIN the four-walled limits of her domain are many problems that confront the housewife of to-day. One of the greatest of these is shoes. How many pairs of shoes has your husband, anyway, Mrs. Man? Suppose you count them up. There are his dressy black button boots for formal occasions; his tan shoes that go so well with his light suits; then, there are his dancing pumps; his low shoes in two or more colors, and at least one pair of white shoes. And this does not mention sport shoes, boots or wet weather foot covering.

As for you, Mrs. Man, it would be almost impossible to enumerate in all their colors and variety of uses the shoes that you possess. But you could not get along if you had to give up any one of them, now *could* you? Of course, you couldn't. Well, in such a case, don't go to Russia. To Russia—what has Russia to do with it? you ask, amazed. They are fighting for democracy and peace over there and are getting themselves into an awful mess. There is something new about them in the papers every morning.

But you didn't notice that anything was said about shoes, did you? There wouldn't be, to be sure. And why? There are no shoes. No shoes? Well, practically none. In fact, most of the people there have none at all. Those who are sufficiently prosperous to purchase a pair do it on shares. Several men club together—for the price is excessive—then, when they want to dress up for any special occasion they take their turn in wearing their shoes. At other times they cover their feet with anything they can use for that purpose.

More than this, you cannot buy shoes in Russia without a permit. Think of it! And you have to wait in line possibly all night at the store entrance to get them at all. Russia's plight is extreme, but all the European nations, even the neutrals, are finding themselves badly off for shoes, says F. H. Nichols, a well known expert on leather.

In England, France and Italy the government has assumed control and is putting on sale a standard shoe at a fixed price. Holland is experimenting with wooden-soled boots for its army, but the English standard shoe excludes all substitutes such as canvas, wood fibre and the patent materials, usually used in cheap shoes, and is of solid leather throughout.

On the other hand, Germany reserves all leather for the army. Plain civilians wear shoes with wooden soles and cloth uppers, or simply tied on with strings—amongst the poorer classes. Last Summer going barefoot entirely became quite a fashionable fad, even among the wealthy.

Although we in the United States have not yet been driven to dire straits in this respect, nevertheless the price of leather footgear has risen so enormously that we are trying our utmost to find something that will take its place in some satisfactory way. Thus far the most promising results have been obtained in the use of fish skins.

For instance, there is our man-eating shark—who would hesitate to sacrifice him to the common good? Nor can we doubt the strength and durability of his skin. Pratt Institute, in Brooklyn, is conducting a series of experiments along this line, and hopes soon to give us shoes made from shark skin, and also from that of the sacred Boston codfish.

Primitive people used the internal membranes of sea animals for a variety of purposes, with eminently satisfactory results. So we may be sure something very practical as to wearing qualities and desirable as to appearance will be evolved for us out of these skins. The reason for the present leather scarcity is obvious and needs no explanation. It is affected by the same conditions that led to the shortage of meat. Both products were growing scarcer before the war, and the enormous destruction of the world's stock of food animals for meat and leather since the beginning of hostilities, has aggravated the situation.

Leather and shoes are as necessary for the conduct of war as powder and guns, and we all must recognize this fact; also, that leather in warfare is necessary for a multitude of uses other than footwear, such as harness, gun slings, pistol holsters, bayonet scabbards, aviation suits and many others equally valuable.

Under these circumstances, we must make use of any and all available leather substitutes, and the most satisfactory discovered so far is the skin of aquatic animals. There is no question of the excellence of aquatic leather. The only necessity is a development in the source of supply.

The United States Bureau of Fisheries is furnishing fishermen with information as to the best methods of skinning sharks and boxing and curing their skins. The bureau, too, is endeavoring to build up a market for the flesh, as it would not be worth while to take them for their skins alone.

Already several companies are in the market for the raw hides of sharks and porpoises, and one company, which manufactures leather from the skins of sharks and other fishes, is turning other parts into human food, glue, gelatine, oil, chicken scraps and fertilizer. They believe that there is as much value in a shark as in a cow, while the cost of taking sharks is trifling in comparison with the raising of cattle An Alaskan company has been catching white whales for hides, meat and oil.

So, Mrs. Man, as long as the members of your household stay in the U. S. A. they need not go barefoot, at least. You may add to your collection of shoes, arranged so neatly on their trees, a stunning pair of mottled sharpskin boots, or some low shoes of walrus hide; and you will be sure to want dainty little slippers of codfish skin, as well as stout, yet fine, walking boots made of the skin of young sea lions, if you expect to be right up to the minute in style.

What the Doctor Advises

By Brice Belden, M. D.

IS an internal cancer ever curable?—B. A.

Yes, but all depends upon early diagnosis. When moderately advanced, operation offers little beyond palliative effects, which, however, are oftentimes most grateful to the patient, as, for example, in malignant disease of the pyloric end of the stomach (the end where the intestine begins). A large proportion of cancers are curable if diagnosed very early. This applies to internal as well as external cancers, but, of course, the difficulties of diagnosis in internal cancer are multiplied.

MIGHT there be any bad results from the bowels moving only at three-day intervals and what simple remedy would you recommend? I would also like to know how to remove pimples from the face and what soap is best to use when the skin is irritable.—E. X.

One bad result might be the pimples you complain of. There is no use applying medicaments so long as such constipation exists. The relief of the constipation would probably be followed by a clearing up of the facial acne. Take a teaspoonful of cascara evacuant every night upon retiring. Use pure castile soap.

VERY often my cheeks burn, especially after being exposed to the air and become almost purple in a warm room. Is this due to nervousness or to a condition of the blood, and can you suggest a remedy?—E. E.

If you are plethoric and over-weight you must reduce your diet. In this case the condition would be due to abnormal nutritive changes in the blood and tissues. The over-stimulation induced by coffee in some individuals will cause flushing of the face such as you describe. In this case the condition would be due to a toxic effect upon the nervous system. Flushings of the face and sensations of heat occur in individuals with abnormally active thyroid glands. Such a condition requires the avoidance of exciting diversions, the giving up of tea, coffee and alcohol, and perhaps the use of some sedative medicine, like bromide of soda. But if there is any excessive functional activity of the thyroid you should be under the care of your physician.

FIVE years ago I was operated upon for mastoiditis and at this late date the same ear troubles me. What would you advise?—D. H.

Presumably you mean that there is a recurrence of discharge from the ear. There must still be some trouble in the middle ear. Treatment may be needed for polyps, a plupy or granular condition of the mucous membrane, insufficient drainage because of a diminution in the size of the drum perforation or unsuitable situation of the perforation, or for disease of the small bones of the ear or of the walls of the middle ear. The trouble, whatever it is, will probably respond to local treatment by one skilled in these matters.

I AM a girl of sixteen and am bow-legged, although I never noticed my deformity until about a year and a half ago. Would you advise an operation and how long would an operation disable me?—J. B.

It would not seem that the deformity could be very marked if you failed to notice it or have your attention called to it by others until only a year and a half ago. Rickets in infancy was probably the cause of the bowing. An operation is no advisable if the deformity is slight. Operations for bowlegs, when performed, are likely to disable one for several months.

Cheating the Garbage Pail

WHAT do you put in your garbage pail, anyway? Just stale tea-leaves, coffee-grounds, egg shells, potato skins and the inedible bits of bones and vegetable peelings that accumulate around the kitchen sink? That much, at least, can be allowed without question.

But what about the odds and ends of left-over bread; the scraps of pastry or the unsued pieces of fat that we think are not worth bothering about? Ah, there you are! Don't you know it is nothing less than a crime to throw away the crusts and left-over pieces of bread that, for some reason or other, your pampered household failed to care for? Those crusts might save some child's life—if you had but kept them and used them on your own table again, thus releasing the food you were later compelled to purchase to some other household whose need was greater than yours. If you do this, surely some hungry soldier will, though all unknown to you, have reason to bless you for your thoughtfulness.

Bread, even down to the very last dry crumb, can be used in a countless variety of ways. Did you know that these rejected crusts of bread can be put into the oven, dried out thoroughly and then be crushed into a fine, powdery substance which you can serve with cream and sugar as a cereal? Indeed, it makes one of the most delicious cereals you ever tasted.

Also, this crushed bread substance can be used to thicken soups, thus saving the flour which is now "doing its bit" over there. Or, these small pieces of bread may be browned in the oven and then cut into croutons to use in the soup. And who does not realize its value in stuffing roast chicken; a savory veal loaf; a baked halibut or, in making puddings and even delicious bread omelets? It can likewise be used instead of flour in making cakes and the plain cookies without which we feel our midday lunch is somehow incomplete.

Not only should we thriftily save all the pieces of fat to use in cooking, but we should be sure that we get all the use out of our vegetables that we can. We should not throw away the large, coarse leaves of the cauliflower, the lettuce, spinach or the really tender beet and radish tops. These things make excellent flavoring for soups. If you have more than you can use at once, then dry the remainder and put away for the future.

So you see, the way we treat the garbage pail is, in a sense, the true measure of our house-keeping ability. A full pail means a certain degree of wastefulness or extravagance, somewhere between the purchase of our supplies and our utilization of them.

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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 28, 1918

ENTRIES COME IN FOR SIKH SPORTS

Annual Police Gymkhana On May 11 Promises To Be Keen Event

COMPETITORS TRAINING

Jui-Jitsu And Wrestling Matches To Be Among Best Features

Things are shaping up well for the Sikh Sports and Gymkhana to be held at the Race Course May 11. Entries have been coming in in gratifying style and reports indicate that competitors have been putting in hard licks at training for the various events.—

Some lively doings are anticipated in the jiu jitsu contest in which Inspector Okushi will take on five experts of the Japanese grappling game in rapid succession. The contest will be held under strictly Judo rules, guaranteeing an exhibition of pure Japanese wrestling sport. Inspector Okushi, who is training regularly, will undertake to either throw his man cleanly for two falls, or to hold his opponent helplessly locked for two minutes—as according to the Judo rules. The Inspector is holder of the 4th degree Black Belt and the men he takes on include two wearers of the 2nd degree Black Belt, one holder of the 3rd degree Brown Belt, one of the 2nd degree Brown Belt and one of the 2nd degree White Belt.

Another feature which promises to be the real thing is the catch-as-catch-can wrestling bout wherein Bhagat Singh, champion of the last Gymkhana, will defend his crown. The Sikh star, who weighs in at 156 pounds, is showing classy form in practice and reports from the other camp hint that his opponent, one of the warders from the jail who weighs between 190 and 200, is equally in form and equally confident of success.

Interest in the dashes—100 and 440 yard open events for the Shanghai Championship—is very active and a speedy field will line up for the gun. The 100 carries THE CHINA PRESS Challenge Cup and the 440 the Bradish Cup. A number of dark horses are rumored and the new Harriers' Club is grooming several entrants who are expected to cut out a slashing pace. The entry list for these events is already well up to the mark and other names are expected before the lists close.

The various detachments are working every day for the drill competitions and the showings indicate that the honors are going to be very closely contested.

Other features of the meet which will bid for high place in the interest of the spectators are the donkey polo match to be staged by Sikh troopers, the Japanese fencing competition. There will also be a "Catch-thief" race which will be distinctly out of the ordinary and an Obstacle-Maze race which should provide plenty of fun.

Local Fans Send $285 To 'Sammies' Ball Fund

Mr. James B. Davies, secretary of the Shanghai Amateur Baseball Club, has forwarded a draft for G.285.84 to Washington as the donation of Shanghai fans to the Clark C. Griffiths Ball and Bat Fund which furnishes ball playing paraphernalia to the American fighting forces in France. In consideration of the fact that the campaign for subscriptions was not pushed here and that the donors were only asked to subscribe small amounts—the practice prevailing at home and set by President Wilson contributing 25 cents—the Shanghai returns are not so bad.

'Hello, Shanghai'

The fourth performance of "Hello, Shanghai!" will be staged at the Lyceum Theater tomorrow night for the benefit of the American Red Cross and the large advance sale of stalls and seats in the dress circle assures a crowded house.

A capacity house saw the third performance last night. Mr. C. E. Whitamore, who takes the part of Kan Doo, was unable to appear and his lines were read by the author and producer, E. P. Graham-Barrow. Mr. Whitamore, while drilling with the Light Horse, Friday evening, was thrown from his horse and was rendered unconscious for nearly two hours.

The curtain will rise promptly at nine o'clock tomorrow night.

Bush Leaguing

In Which Is Inquired Why We Camouflage As "Town"

(Being the third in a series of uncensored letters from a sporting writer to his successor, this particular epistle dwelling on several subjects, among them, the Town Band.)

Dear Ignutz—

Shanghai is a city of about a million people, more or less. None of the dopesters know the exact figures, for it seems that the averages were not published last season.

Peabody is a wee bit of a burg in Massachusetts that recently passed the 12,000 population mark and immediately insisted that the moguls who look after that circuit call Peabody a "city." It was no longer a "town," the latter designation sounding too bushy for even Peabody.

I saw the Shanghai Volunteers pass in review yesterday and they drill better than the Giants. You know well that McGraw's men can stage a rather snappy exhibition of the manual of arms. The S.V.C. did their little act with guns, not bats. Score one for the S.V.C.

I was enjoying the parade and was listening to the band playing "Keep the Home Fires Burning," and liked it. Was interested to know what band it was, so approached a good looking cop and inquired. What do you suppose I got for an answer?

"That's the TOWN band," he said and I yelled, "boy." I needed a stimulant. "Yes, the Town band," he repeated while I took the Jamaica ginger. Can you beat that stuff?

Here is a city with a big league population; a bigger crowd is on Nanking Road every noon than you could jam into the White Sox park, yet somebody yclept this perfectly good musical organisation, "THE TOWN BAND."

Even that's not bad. The volunteers drill in "TOWN HALL" It's a beautiful building, too, imposing, and looks like it just hated the name. Forsooth, indeed, everything is not of the big league here.

I haven't met the selectmen, the head of the cracker barrel gang, the justice of the peace or the sheriff, yet, but I've seen the Town Hall, by gosh, and have heard the Town Band, by gravy.

I don't know why bush circuit stuff is allowed to go in a city husky enough to put a team in the big show, but even the rooters don't care. Why they call the fire department, "the brigade," and kick the right foot out straight, like old Sheriff Smith of Millinocket, Maine.

Oh, and by the way, Ignutz, we have a creek in the town. Some of the old residents call it "crick," all same New Hampshire. Big leaguey, eh?

And say, Ig, the flag at the American Consulate should be replaced.

Yours for trouble,
Dinny.

Chefoo Tennis Players Start Their Season

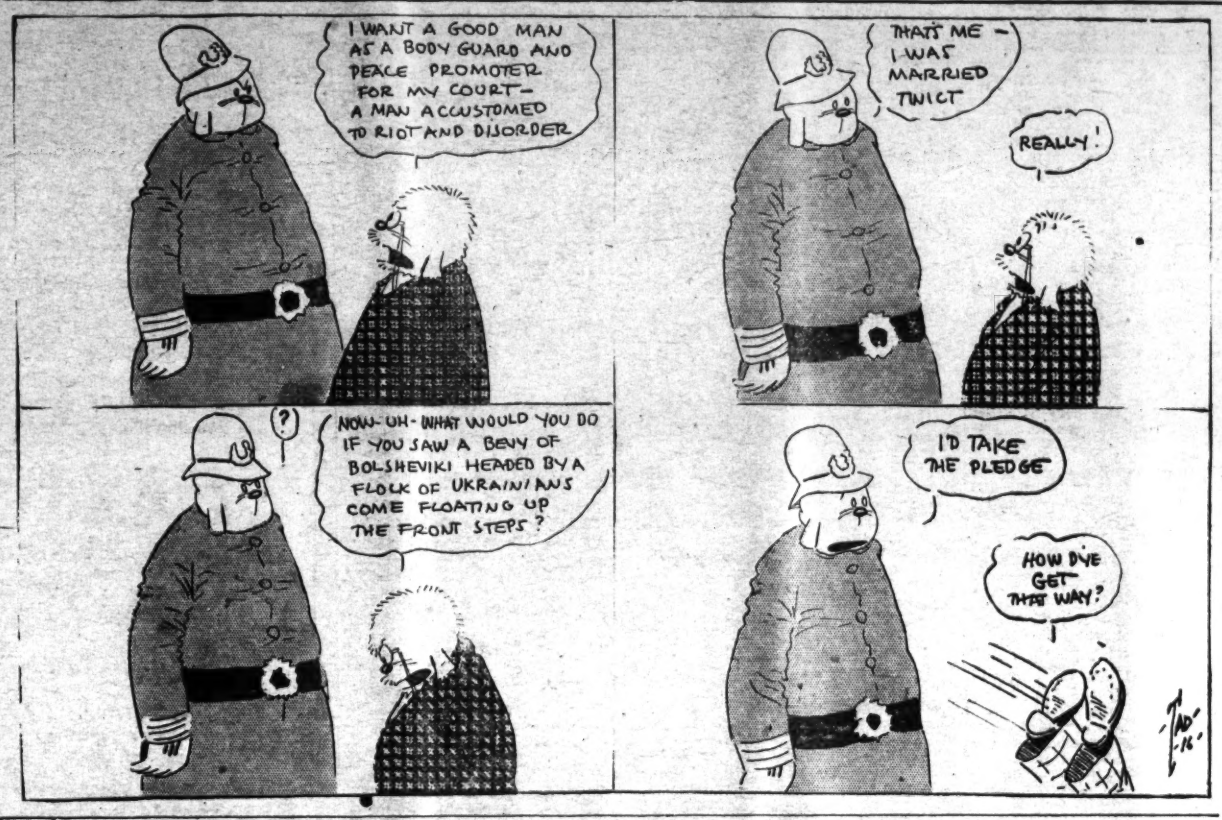
China Press Correspondence

Chefoo, April 23.—Last Saturday afternoon the tennis courts on the Recreation Field were declared open. Large numbers of residents turned up and a most enjoyable time was spent. The members of the club acted as hosts and provided an excellent afternoon tea. All the courts were occupied and some enthusiastic sets were played. The courts have been excellently laid out and there is sure to be capital tennis seen as the season progresses. The weather at present is ideal for the sport and the committee of the club have done wisely in increasing the number of courts.

Chefoo is beginning to assume its beautiful spring like appearance. The blossoms at the cherry orchards are at their best and form a lovely sight. The orchards provide a pleasant picnic rendezvous and numbers of parties are arranged for trips to them at this season of the year. The large notices now appearing, forbidding the taking away of the blossoms, are very necessary, for in former years visitors were quite in the habit of carrying away big bunches. In the last year or two there has been a noticeable increase in the number of Japanese frequenters of the orchards.

We had a most pleasant fall of rain a few days ago. Unfortunately there was perhaps hardly enough of it but we are thankful for what we got. As a result the gardens are looking better and the little greenery we get each year is commencing to show.

Judge Rummy's Court — By Tad


I WANT A GOOD MAN AS A BODY GUARD AND PEACE PROMOTER FOR MY COURT— A MAN ACCUSTOMED TO RIOT AND DISORDER
NOW-OH-WHAT WOULD YOU DO IF YOU SAW A BENY OF BOLSHEVIKI HEADED BY A FLOCK OF UKRAINIANS COME FLOATING UP THE FRONT STEPS?
THAT'S ME - I WAS MARRIED TWICT
REALLY!
I'D TAKE THE PLEDGE
HOW D'YE GET THAT WAY?
TAD '18

At the Theaters

Mrs. Vernon Castle, the famous dancer, made her first appearance as a film star in the Pathe Gold Rooster photoplay, "Stranded In Arcady." The picture is to be shown at the Apollo theater tomorrow night. Douglas Fairbanks, in "His Picture in the Papers," will be seen for the last time tonight.

Thursday the bill at the Apollo will be featured by Edwin Arden in "The Iron Heart," another Gold Rooster play. Pathe's American Gazette and Pathe's British Gazette are to be seen at the Apollo theater at all performances this week, while "Lonesome Luke," comedy two reeler, will be screened for three days beginning tonight.

Clyde Fitch's famous "The Woman in the Case" is portrayed by Pauline Frederick at the Victoria.

Marie Doro stars in "Common Ground," a five part film of merit, at the Olympic tonight.

A novel Chinese picture, produced in America and China, is proving popular at the Isis. "The War of the Tongs," is in seven parts. Two comedies, "Maggie's First Sweetheart," and "An Error in Kidnapping," complete the Isis bill.

Mlle. La Rigollette and Mr. and Mrs. Doris, the former a famous danseuse and the latter Rumanian duetists, are starring at the Eldorado.

Harmston's Circus announces a complete change of program beginning this afternoon. Bookings may be made daily at Robinson Piano Company. Special cars leave the grounds for all parts of the city after each performance.

Manager A. Strok announces that the sixth historical concert to be given by Mirovitch and Piastro, has been postponed to Wednesday May first. The seventh concert will be on Tuesday, May 7 and the artists will bid farewell to Shanghai Saturday, May 11.

Golf Match Today

If the weather man will oblige the Shanghai Golf Club and the Junior Golf Club will play off their scheduled match at Kiangwan today. The contestants and times of teeing off follow:

S. G. C.		S. J. C. C.
10.00	W. S. Clay v.	A. M. McGregor
10.04	O. H. Blackburn v.	G. B. Stormes
10.08	G. F. Browne v.	J. Tippin
10.12	J. C. Macdougall v.	F. Ferrier
10.16	F. O. Reynolds v.	H. E. S. Pickering
10.20	E. M. Ross v.	C. Richards
10.24	W. O. Lancaster v.	A. Mackintosh
10.28	R. J. Bowerman v.	C. Matthews
10.32	A. Gray v.	T. W. Mitchell
10.36	E. I. M. Barrett v.	J. A. Anderson

The tee is reserved in the morning only, from 10 o'clock to 10.40.

Shanghai Races---Spring Training

Racing Notes

Saturday, April 27.—I arrived late, with drops of rain coming down, but the threatened downpour didn't materialise. I must congratulate the C.C. for closing the grass track. There was some grumbling from owners and jockeys, but after all, the sand track was in good shape, and you all had to gallop on it; so what's the difference? With a little more rain, and a few more days of rest, it won't be so bad on race days.

I am sorry to say I was disappointed in some of my favorites for the Derby. "Greysand" was first, and with company all the way and an Arnaah to bring him home, I expected 3.22. He did 3.27.2 and finished "all out" in 32. I fancy the quarter from the half-mile post to the quarter in 31.2 was what did it. Still, I think the distance is too far for him. My next disappointment was "The Swift," for he had company and covered the same distance in 3.31.2; last quarter 31 was alright, but he stumbled badly ten yards from the winning post. I have seen him stumble there several times.

The dark horse I mentioned in previous notes, "Nigger Minstrel," was an eye-opener; and you should have seen Fash's face beaming after his gallop—3.23.2, last quarter 31, last half 1.4, last three-quarters 1.39. I hear, after struggling hard to get a jockey, he turned down some of the cracks who clustered round him this morning. What's his price for the Derby now? "Burning Daylight" went very slowly a mile and three-quarters in stockings. What's up here?

Of the old ponies "Merrysand" went well 1½ miles in 2.56, last quarter 31. He looks big, perhaps that's why Farley didn't gallop him last Wednesday. "Tiga" showed Champion form in taking only 2.48 for 1¼ miles, last quarter 31. I am going to back him for the Jockey Cup this meeting.

Full times as below:—

The Tout.

Saturday, April 27, 1918

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1⅝ miles	2 miles	Last quarter
Seven Neck	boy	40	1.18.2	1.55.2	2.33	3.08.4	3.41	4.13.3	..	32.3
Post Boy	boy	38	1.15.1	1.53	2.28.1	3.01	3.33.3	..	..	32.3
The Globe	AC	38.3	1.15	1.51.3	2.32.1	3.11.1	3.44.2	4.14.4	..	30.2
Mush	JH	36.3	1.16	1.53.4	2.28	3.00.1	(last 1¼ of 1½)		..	32.1
Bell Boy	boy			1.59	2.33	3.05	(last 1¼ of 1½)		..	32
Bar Boy	boy							..	..	32
Fosferado	boy	39.2	1.15.2	1.49	2.20			..	..	31
Greysand	FV	37.3	1.14.3	1.50.2	2.24	2.55.2	3.27.2	..	..	32
Minefield	HEM							..	..	30
Castlewood	JIE	35.4	1.10.3	1.53.3	2.31.4	3.06.3	3.36.3	..	..	30
The Times	AC	37	1.11	1.45	2.24.3	3.02.2	3.36.1	4 08.3	..	32.2
Standard Dahlia	boy	44	1.24.3	2.06	.250	3.29.1	4.05.2	4.37	..	31.3
The Bookie	AC	39	1.17.2	1.58	2.37.2	3.13	3.45	..	..	32
Rouble	CRB	36.2	1.13.2	1.52.4	2.32.4	3.08.2	3.38.1	..	..	29.4
Macathiel	ES	37.2	1.12.4	1.48.2	2.21	2.54		..	..	33
Merrysand	FV	37.3	1.16.2	1.51.3	2.25	2.56		..	..	31
Rosewood	JIE	35.2	1.13.4	1.48.2	2.21.4	2.52.1	(last 1¼ of 1½)		..	30.2
The Oriole	WH	35.1	1.13.1	1.51.2	2.28.3	3.00.4	3.32.1	..	..	31.2
The Caper	HEA							..	..	
Modesty	J de Z	—	1.16.4	1.49	2.22.1		(last mile)		..	33.1
Dirty Dog	boy	43	1.20	2.01	2.38	3.11.4	3.43	..	..	31.1
Possum	CEP	36.1	1.13.2	—	2.22	2.55		..	..	33
Spottedsand	FV	40.2	1.19.2	1.57.2	2.35.2	3.11.3	3.42.3	..	..	31
Over There	CRB	36.3	1.15	1.51.4	2.23.4	2.54.3		..	..	30.4
Nigger Minstrel	boy	33.2	1.08.2	1.44	2.19.2	2.52.2	3.23.2	..	..	31
Fairylight	EM						3.25.2	..	..	33
Azuma	boy	39	1.13.2	1.54	2.24			..	..	30
The Swift	WH	32.4	1.08.3	1.48.1	2.27.1	3.00.2	3.31.2	..	..	31
The Bullfinch	boy							..	..	31
Rochester	SAS	37.1	—	1.45	2.16.4			..	..	31.4
Buxted	RMD	33.2	1.07.2	1.42.4	2.16.3	3.48.4	3.22.4	..	..	34
Nights of Gladness	CRB	36.2	1.17.2	1.54.4	2.29.4	2.59.4	(last 1¼)	..	..	30
Upwood Park	boy	34.2	1.08.3	1.43.3	2.15.4	2.46.4		..	..	31
Springie	RH	38.2	1.17.2	1.54	2.29.4	3.02.2	(last 1¼ of 2)		..	32.3
Goldensand	FV	41.2	1.25	2.05.2	2.42	3.18.3	3.49.2	..	..	30.4
Barabbas	boy	39.4	1.16.4	1.53.3	2.27.3	2.59.1		..	..	31.3
Sandalwood	JIE	40.1	1.20.2	1.57.2	2.30.4	3.02.2		..	..	31.3
Daintysand	WGC	39.1	1.18	1.57.1	2.32.3	3.07		..	..	34.2
Carrickfergus	boy	40	1.20.1	1.59.2	2.34.3	3.06.2		..	..	31.4
The Swallow	WH	37.2	1.16.3	1.58	2.37.2	3.10.4	3.42.3	..	..	31.4
Baby Pally	boy	42	1.17.3	1.55.3	2.34.1	3.11.4	3.45	..	..	33.1
Baby Tansan	boy							..	..	33.1
Rushlight	EM	35.3	1.11.3	1.45.3	2.21	(last mile)		..	..	35.2
Othello	HH	37	1.18	1.55.1	2.30.2	(last mile of 1¼)		..	..	35.1
Gibraltar	CRB	34.2	1.11.3	1.50.4	2.29	3.01.3	3.32.3	..	..	31
Black Amber	boy	38.2	1.15.4	1.50	2.21	(last mile)		..	..	31.2
Shirley	RMD	33.4	1.07.3	1.45.1	2.19.4	2.52.4	3.25.2	..	..	32.3
Yellowstone	JH	37.4	1.13.2	1.47	2.18.3	(last mile of 1¼ whole time 2.54)				31.3
Underwood	JIE	36	1.14	1.45.4	2.22.1	2.54.2		..	..	32.1
Battleplane	AC	39	1.15.3	1.55	2.32.3	3.04.2	3.35.4	..	..	31.2
Amber	MOS	—	1.03.4	1.37				..	..	33.1
Colinton	JJ	35.3	1.11.3	1.49	2.25.1	2.58.1	3.28.4	..	..	30.3
Jomsborg	ER	33	1.05.3	1.37				..	..	31.2
Gladiator	CRB	36.2	1.12.2	1.51.1	2.27.4	3.01	3.31.4	..	..	30.4
Wild Night	boy	43	1.22	1.59.2	2.26	3.08	3.40	..	..	32
Triumph	boy	33.4	1.11.2	1.47.2	2.20	2.49.4		..	..	30.4
Burning Daylight	JJ	42.2	1.20	1.56.4	2.37	3.15.2	3.52.3	4.27.2	..	34.4

All on the sand.

Shanghai Harriers Club

Members of the Shanghai Harriers Club are turning out daily for practice on the Hongkew Park track now and the plans for the first "run out" across country are rapidly becoming definite. The first run will be held some time shortly after the Spring Race meet and by that time it is expected that the Club membership will have grown to at least fifty active athletes. Dressing accommodations for Club members have been secured near the Park.

Several additional cups and trophies have been offered the Club in addition to the White Shield which is being put up by Mr. F. W. White, the vice-president of the organisation, and will go to the competitor holding high aggregate score for the season.

The rules of the new Club have been drawn up and approved and bye-laws and further business will be settled at a meeting to be held within the next week or so. It is emphasised that the organisation is International—the Committee is composed of representatives of nearly all of the Allied and neutral nations—and all friendly nationals are invited to join up. The initial expenses are negligible and the annual subscription is $5. All interested may obtain full particulars by applying to Mr. F. H. Walton, of the B.A.T., club secretary.

Today's Music

The following program will be played by the Municipal Orchestra at the Town Hall beginning at 4.30 p.m. today:

1. Overture, Ossian ..... Gade
2. Suite de Ballet ..... Gretry
   (a) Tambourin
   (b) Menuet
   (c) Gigue
3. Selection, The Bohemians, Puccini
4. Symphonic Poem, Le Rouet d'Omphale .... Saint-Saens
5. Welsh Rhapsody .... German

A. de Kryger,
Conductor-in-charge.

ANNUAL REVIEW FOR VOLUNTEERS

Chairman Of Council Sees 16 Units Parade At Recreation Grounds

NEARLY 1000 IN LINE

Crowds Turn Out To See Khaki-Clad Men At Annual Inspection

Sixteen units of the Shanghai Volunteer Corps; 931 fully armed men of Allied Nations passed in review before Chairman E. C. Pearce and members of the Municipal Council and a crowd of 4,000 people at the Recreation grounds yesterday afternoon after Major T. E. Trueman and staff inspected the corps, drawn up in line and facing the reviewing civil officers.

Following the passing in review at the Recreation grounds, the infantry division, headed by Maj. Trueman and Major H W. Pilcher, corps infantry officer, marched to the Bund foreshore, where the various companies were dismissed.

It was an impressive scene at the Recreation grounds. The long line of khaki, with the men standing stiffly at attention, bayonets gleaming and the band playing "Keep the Home Fires Burning," brought home the fact that Shanghai is prepared and if necessity arose, could add nearly 1,000 trained men to the forces fighting Germany. Nothing but words of praise and commendation came from the lips of the silent watchers. There was no cheering and but little applause, the latter when the Scottish company with the flaring uniforms, the British "B" Company and the Americans passed the reviewing stand. No enthusiasm was evinced by the huge crowd despite the faultless drilling of the infantry of the more picturesque dashing of the Light Horse and the artillery. It was a grim crowd and the dull afternoon seemed to intensify the silent, martial aspect.

Mr. Pearce Addresses Corps

Chairman Pearce of the Council addressed the units, which were brought before him and presented arms. He expressed the thanks of the people of the settlement to the men who are ready for whatever duty they are called upon to perform, congratulated Maj. Trueman and the corps for the splendid showing and told the corps that he was pleased with the personnel and the morale.

At the Bund foreshore, each captain commanding a unit, thanked the men for their interest and congratulated them on their showing.

The inspection and parade review took place in an area roped off to keep the huge crowd back. Mounted Sikhs and foreign constables in charge of Chief Inspector R. C. Aires of the Sinza station, handled the big crowd. Seats were provided for the watching throng behind and at either side of the reviewing stand and here the civilian populace of the city gathered. Consuls of the allied nations were present and here and there the martial aspect was intensified by the sight of a British Naval or Army uniform.

With Chairman Pearce in the reviewing stand were Maj. Trueman, Capt. L. E. Canning, adjutant; Dean A. J. Walker, Chaplain of the Corps; Capt. W. J. N. Dyer of the Light Horse Reserves; Consul-General D. Siffert of Belgium, the senior consul here; officers from the British ships Scarab and Bee and the following members of the Municipal Council: E. I. Ezra, W. S. Merriman, A. S. P. White-Cooper, Ed. White and E. C. Richards.

Mr. Pearce's Address

Addressing the Corps, Mr. Pearce said:

Major Trueman, officers, non-commissioned officers and men of the Shanghai Volunteer Corps.

As your Civil Commandant, I feel highly honored at again having the opportunity, in company with my colleagues on the Council, of reviewing the Corps on parade.

Your training during the year has, I understand, been the most lengthy and strenuous one that the Corps has ever had. It was commenced on the first of last October, when the Town Hall was allotted to all units. On Jan. 7, the new drill hall was opened and drills since that date were transferred to these new quarters.

You have been taught and practised in all the phases of work connected with your duties as a defense force of this settlement and how thorough that training has been, and how devotedly and consistently it has been undertaken, are proved by the smartness with which orders have been carried out by all ranks on parade today.

Everyone who has the welfare of the settlement at heart will, I am sure,

feel immeasurably gratified and proud to know that, in spite of the continued drain on the Corps caused by the large number of officers and men who have offered their services to their governments and who are now fighting for the honor of their respective countries in the great war, the strength of the Corps has not only been maintained but has actually been increased during the year by an additional 100 men. When I had the honor of inspecting the corps on April 28 last year, your strength including actives and first reserves numbered 1,081, and the number of all ranks who attended the Inspection Parade was 850. Your strength today is 1,180 and the number on Parade of all ranks is 931. This evidence demonstrates beyond doubt how not only the young but the elder men of this settlement now fully realise, that, apart from its defensive value in times of trouble, military training is of incalculable personal benefit, and it is a pleasure to see on parade today a number of men above the ordinary military age who have rejoined the ranks.

The continuance of the war has temporarily deprived you of the great privilege of being inspected by a British Army officer from Hongkong, but I trust that characteristic feature of former inspections will again be rendered possible at some near future date.

Major Trueman, on behalf of my colleagues on the Council, I congratulate you on the high standard of efficiency that has been attained by the corps, and, in the name of the community, I thank you and the officers and men under your command for the time that you all give, so ungrudgingly to fitting yourselves as our defense and protection against any emergency that many threaten the safety and security of the settlement.

Roster Of Parade

Following is the roster of the parade.

Light Horse, 37 men, Lt. Foster commanding.

Artillery, 41 men, Capt. R. W. Davis, commanding.

Engineers, 43 men, Capt. C. D. Pearson, commanding.

Maxims, 48 men, Capt. R. H. Gaskin, commanding.

Maritime Company, 29 men, Capt. A. W. Dixon, commanding.

Town Band.

"A" Company, 106 men, Capt. G. M. Billings, commanding.

"B" Company, 73 men, Capt. L. J. Cubitt, commanding.

American Company, 93 men, Capt. S. A. Ransom, commanding.

Customs Company, 65 men, Capt. H. D. Hilliard, commanding.

Portuguese Company, 66 men, Capt. M. Diniz, commanding.

Japanese Company, 57 men, Capt. T. Yamauchi, commanding.

First Reserves, 63 men, Lt. G. A. Johnson, commanding.

Chinese Company, 117 men, Reserves, 25 men, Capt. G. Grarrigge, commanding.

Italian Company, 34 men, Lt. M. Commencini, commanding.

Scottish Company, 73 men, Capt. C. H. Rutherford, commanding.

S.M.P. Ambulance, Maj. R. J. Marshal, driving.

Motor Cycle Squad and automobile machine-gun troops.

Following the reviewing parade and the address of Chairman Pearce of the Municipal Corps, the Infantry division marched down Nanking Road, thence to the Bund, assembling in column of companies on the Bund foreshore, where the various units were dismissed.

As the men marched down Nanking Road, they were viewed by thousands. As the American company swung by the American club, one or two of the men in ranks started humming, "Over There." Other members of the company took up the song, those that could not sing, whistled the air of the popular American war song and it swelled until it reached the British companies marching in front, when the men under command of Captains Billings and Cubitt joined in the martial song.

Crowds gathered at the foreshore to see the men dismissed.

Major Trueman was highly gratified at the showing of the various units. "I am indeed pleased," he said and he echoed the sentiments of all the company commanders.

CORPS AT CHURCH TODAY

Special services will be held at the Holy Trinity Cathedral, Union Church and St. Joseph's church this morning when members of the Volunteer Corps will attend. The Corps will form at the Bund foreshore and the church parties will then be detailed.

Dean Walker, chaplain of the Corps, will deliver the sermon at the Cathedral. At the Union Church, Rev. C. E. Darwent will speak. High mass will be celebrated at St. Joseph's church.

All services will beign at 11 o'clock.

Questions and Answers

With what countries is Greece at war? Vassily.

Greece declared war against Germany and Bulgaria on November 28, 1916. These were declarations of the provisional Government under Venizelos.

Under King Alexander Greece declared war against Germany and Bulgaria on July 2, 1917, and on the same day severed relations with Austria and Turkey.

When was the last Messina earthquake? W. L.

The great disaster, which cost 96,000 lives, was on December 28, 1908. There was a severe shock on December 22, 1912. On May 8, 1914, Catania, fifty-five miles south, was the victim of a heavy shock.

A boy born in New York State was taken to Australia before he was a year old. His parents are Canadians, owning property in Canada, who have spent their lives in Canada and other British possessions and have sailed on the high seas under the British flag. The father has never taken out American papers, voted or owned property in the United States.

The son has spent twenty years under the British flag and seven under the American, having never taken out American papers, voted or owned property in the United States.

Can the United States claim him as a subject or is he a subject of Canada? R. R.

The son is probably a British subject. On coming of age it was open to him to elect American citizenship, but he appears to have taken no steps which could be construed as an affirmation of such a choice. And any adverse step, such as merely remaining away from the United States for some years after reaching 21 and behaving in all respects as though he considered himself a British subject, would be construed as manifesting his choice of British nationality.

What was the Palaeozoic period. Antediluvian.

First came the Archæn period, in which life was born; then the Palaeozoic period, presenting first the age of invertebrates, then the age of fishes, then the age of coal plants, that is, the plants which have become the coal we mine today. The Palaeozoic period was succeeded by the Mesozoic, or age of reptiles. Then came the Cenozoic period, the age of mammals, and last the Quarternary period, graced by primeval man.

In view of certain events I should like to be directed to the wettest place in the world. Medford.

It is Cherrapongee, in southwestern Assam, India. The average annual fall is 358 inches and in 1861 there was a total of 905 inches—of water.

Can you give me some handy and fairly correct metric equivalents? S. S.

A meter is a yard and three inches, or 40 inches, as suits you—39.37 inches exactly. A kilometer is almost precisely five-eighths of a mile. Ten kilometers are six and a quarter miles.

In square measure, call a hectare [2.471 acres] two and a half acres.

A liter is nine-tenths of a quart dry measure and a little over a quart [1.0567 quarts] liquid measure.

Remember that the Latin prefixes "deci," "centi" and "milli" mean respectively a tenth, a hundredth and a thousandth part of meter, a liter and a gram. The Greek prefixes, "deka," "hecto," or "hect" (in "hectare"), "kilo" and "myria" mean respectively ten, a hundred, a thousand and ten thousand meters, liters, grams and ares [an "are" in 100 square meters or 119.6 square yards].

A gram is the weight of a cubic centimeter of water at its greatest density and equals 15.432 grains avoirdupois weight. A kilogram is the weight of a liter of water and equals roughly two pounds and three ounces [2.2046 pounds].

Is it a military law or courtesy or practice that flags should be taken down at sunset? J. C. McC.

It is a regulation in the army, a part of the ceremony of retreat, and a general practice among civilians.

If a man has his first papers of which country is he a subject, the United States or the country of his birth? D. S. B.

He is a subject of the country of his birth.

One-Armed Golf Stars Of Three Nations May Play

New York, March 10.—If arrangements can be made to bring Yves Bocatzon and John Haskins, one-armed champions of France and England, respectively, to this country, links devotees on this side of the Atlantic may be treated to a series of exhibition matches to determine the championship of the world. America's hope would lie in Louis Martucci, professional of the South Orange Field Club, whose fame has spread to distant lands, bringing forth a challenge from Bocatzon.

The suggestion immediately interested Martucci, and he is eager to match his prowess against the skill of the French golfer, expressing a desire that the proceeds of the match or series be devoted to the Red Cross fund.

It developed, also, that England had a claimant in the person of Haskins. If the three can be brought together—and, naturally, all are exempt from military services—a series of matches may be arranged for throughout the country. Martucci is planning to confer with Arthur A. Kraeuter, Chairman of the Golf Committee of the South Orange organisation, and try to have arrangements made to bring the Europeans to this country.

"I am ready to meet both Bocatzen and Haskins, or either, the receipts of the matches to be divided equally among the Red Cross of America, France and England" said Martucci. What is more, I am confident from the form that I have displayed in my Southern matches that America would come out on top."

Martucci, in company with Cyril Walker, professional of the Shackamaxon Country Club, has taken part in exhibition contests on Southern links, incidentally opening the eyes of some of the Dixie golfers. He equalled the record of 34 on the South Orange course several times last year, and later beat that mark by a stroke on three occasions. The consistency with which he plays may be shown by the fact that in six consecutive rounds of the course he recorded these scores from nine holes: 33, 36, 33, 35, 33 and 34. In none did he require more than two strokes in excess of his own record.

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Random Shots

By A Cynic

"The late Mr.— was born in —, on February 16, 1879, and was therefore just over 21 years old."—Local Paper.

Those born in the neighborhood of the year in question will be elated to discover their excessive youthfulness—a fact that had hitherto been little suspected.

* * *

The following lament comes from a British Government Department:—"The only instruction on Rhondda's meat cards that I can understand is the warning that if a man attempts to use his card after death he is liable to six months' imprisonment and a fine."

There is no rest for the wicked.

* * *

April 8 was declared by the Government in Peking a Chinese public holiday, being the anniversary of the inauguration of Parliament. The populace cheerfully resigned themselves to the fact that there is no Parliament in existence, and their feelings probably resembled those of a man proceeding to his honeymoon without his bride.

* * *

Great hilarity was created in the Admiralty Court at London recently when a marine witness, taking up the card on which the oath is printed, began in a loud voice, "I swear by the Admiralty God."

It is a great pity that Winston Churchill is not the presiding genius at the Admiralty. He would doubtless have understood the graceful compliment.

* * *

A Tientsin paper the other day issued an express on behalf of the Tientsin Waterworks Company reading as follows:—"Notice is hereby given that the Water supply will be shut off in all the Concessions on Thursday night, the 23rd inst at 12 o'clock and turned on again at 4 a.m. on Wednesday morning." The Water was shut off only four hours.

* * *

In the Hongkong Police Court the other day, one of the defendants when asked whether he would like to engage a solicitor for his defense stated that he would if his Worship convicted him, but if not, he did not think he would require a solicitor's services. He was convicted, but his Worship did t'agree to the brilliant suggestion. This recalls the story of a delinquent who before being convicted by a magistrate was asked if he wished to say anything, and replied by gravely asking the presiding judge to take into consideration the extreme youth of his lawyer.

* * *

It was a resourceful Chinese magistrate who succeeded in obtaining the release of Mrs. Dixon and Miss Schmitt, the two American missionaries who were captured by brigands at Tsaohsien, Shantung, by the interesting device of threatening to decapitate three headmen in every village in the region where the kidnapping occurred if the ladies were not immediately forthcoming.

This incident is reminiscent of that renowned Prince of Bagdad who in a playful mood used to decapitate seers and fortune-tellers because they failed to convince him of the exact date on which his death would take place, until one seer, cleverer than the rest of his fellows, calmly informed the superstitious and credulous Prince that his death would take place twenty-four hours following that of the fortune-teller himself. Whereupon the latter, instead of being decapitated, was promptly appointed Grand Vizier.

* * *

The following choice example of Eastern imagery is from an officer invalided from Mesopotamia. He sent his Indian servant a silver watch as a Christmas present, and received the following reply:

Most Honored Sir,—I, the undersigned, your honor's humble servant, most respectfully and humbly beg to acknowledge the receipt of my August Master's present, namely silver watch with nice chain, with maney awful thanks, and became immensely glad.

I feel ever deeply grateful for this kindness, and pray the Almighty God to bestow upon your honor an early florishing health, wealth and prosperity, as well as may it please Him to make me so damned lucky to see your honor again. . . Begging to be pardoned for trespassing and also enjoying a pleasant health, your most faithful servant.

The envelope was addressed to "The Big Club in London."

* * *

A writer in a Ceylon paper, in referring to a wedding which took place at Colombo recently, says, *inter alia*:—

I don't feel called upon to give a reporter's account of the function. There is too much of a sameness about it and it is often one-sided. They ought to get out of the old groove and say something like this: "The bridegroom looked a dandy in his new frockcoat and top-hat. He wore striped trousers, patent leather boots and spats. His tie was of lavender hue to match his gloves. His hair parted in the middle and did credit to the vaseline pomade he had used. He was given away by his bestman (not for the first time by any means). He entered the church leaning heavily on the arm of his bestman." Of course, the church becomes a Holy Edifice or a Sacred Fane in wedding accounts and it is tastefully decorated. Then the scene is laid in the wedding-house. The table is groaning under weight of the light refreshments which were lavishly served. Champagne must flow freely (as a rule the cork comes off easily—and dangerously so). The cake must be a triumph of the confectioner's art. This wedding was singular in many respects. The cake about 20 feet high was certainly the best I have seen and from its top spouted a sweet scent. I thought that would be the only spouting there, but I was relieved to find that the usual spouting also took place. The proposer of the toast of the young couple was very happy (I mean made a happy speech). The bridegroom responded without any shyness. The bestman responded suitably. Then came the toast of the host. A proposer was found and the audience waited patiently for an outburst of eloquence from the gallant captain but the recipients—"Where, O where was the host?" He had evaporated! A search-party was formed and sent to find him but returned unsuccessful. Thus a good speech was lost to the public.

The above racy account of a wedding was surpassed some years ago, when a paper in South China, previous to a fashionable wedding, obtained advance particulars of the bridal dress from the *modiste* responsible for same. At the eleventh hour the wedding was postponed for some reason or other. The reporter of the paper concerned did not actually attend the wedding which was presumably to have taken place, and next day the carefully prepared account of the wedding appeared in the paper, which described how "the bride looked charming in an exquisite creation of white," etc., etc!

Army And Navy Training Camps Boom Baseball

Washington, March 10.—Baseball will be played on an extensive scale in the army and navy training camps this year.

There are over 1,500,000 men under military training in the country today and the Commissions on Training Camp Activities of the War and Navy Departments which have the supervision of sports in the army cantonments and naval stations want every single one of these men to play baseball.

The season is already under way in most of the camps. The soldiers and sailors waited for no official inauguration and the snow had barely left the ground before games were in progress on camp athletic fields and parade grounds. In fact, in places favored with a mild climate the men have played throughout the winter.

Plans for the organisation of camp teams and camp leagues are being formulated by Dr. Joseph A. Raycroft, general director of athletics in the camps, under the supervision of the training camp commission. Before another month passes the soldiers will have their company, regimental and divisional teams and these in turn will form company and regimental leagues.

No divisional leagues are contemplated because of the scattered locations of most of the cantonments, but where travelling conditions permit intercamp games will be arranged.

Similar plans for the naval stations are being made by Walter Camp, who is general director of naval athletics. Each station will have a representative team which will be selected by elimination and play out schedules that are being drawn up with amateur, professional and college nines from adjacent cities.

At the Boston Navy Yard a squad which includes several big league stars in training there is being organised for a three months' tour of the country to play major league teams and fast semi-professional and college nines. John J. Lane, former Secretary of the Boston Red Sox and a navy warrant officer, has been made business manager of the team and is making arrangements for the trip, the proceeds from which will be turned over to the Navy Welfare Fund.

It is estimated that approximately 50,000 balls will be used up "officially" in the camp games in the course of the season. This figure is arrived at by estimating that there are over 4,000 companies in training in the various camps, and multiplying this number by twelve, which is the number of baseballs the Training Camp Commission is planning to furnish each unit, in addition to gloves and bats. Many more, of course, will be supplied by men themselves, and these will bring the number nearer 70,000, it is believed.

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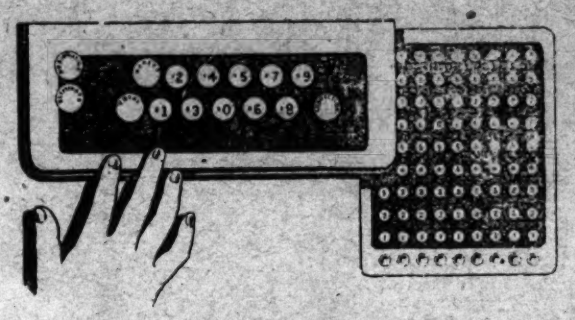
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